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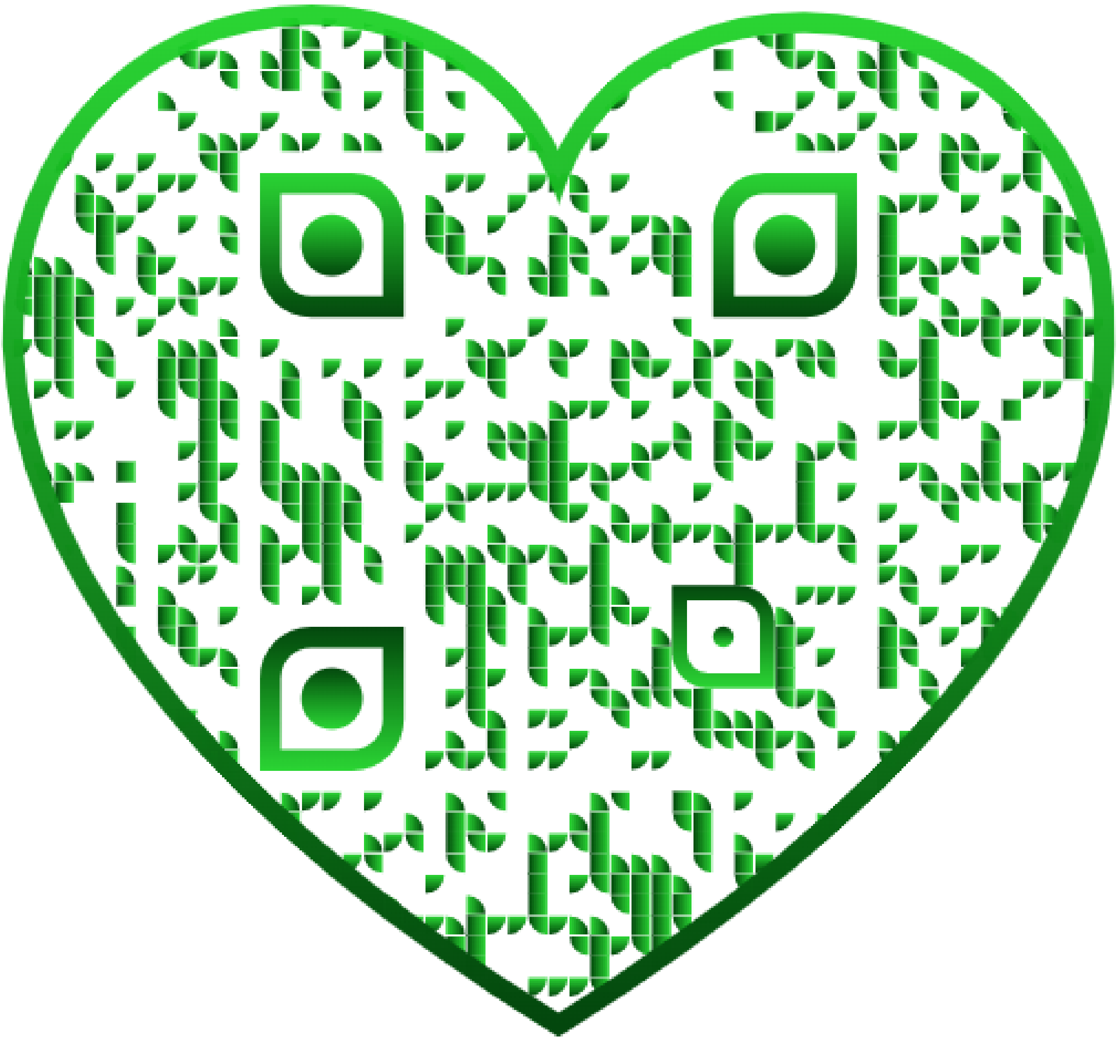

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When compiling their list of best buys, many magazines make the mistake of focusing on the cheapest cars available. Doing so has the somewhat obvious effect of contradicting the point of the exercise — a cheap car isn't necessarily a good buy, let alone the best. Granted, none of us wants to pay over the odds, but in terms of value for money, as well as maximising ownership and driving experiences, it usually pays to buy the very best example of your favoured chariot you can stretch to, as opposed to the one offering itself at the lowest price.

Of course, if you can achieve all of this and get away with bagging a bargain, then all power to you, but in this issue of *911 & Porsche World*, we've set our sights on the Porsches we think offer the best bang for your buck in the year ahead, as opposed to those you can buy at rock-bottom prices. This isn't to say we've neglected to consider cars to suit different budgets, but our primary focus has been smiles to the mile, presenting a wide range of cars guaranteed to bring major enjoyment to your time behind the wheel, whether they're modern classics or products from Porsche's current range of sports cars.

Whatever your preference, we wish you good luck and happy hunting. Enjoy the magazine.

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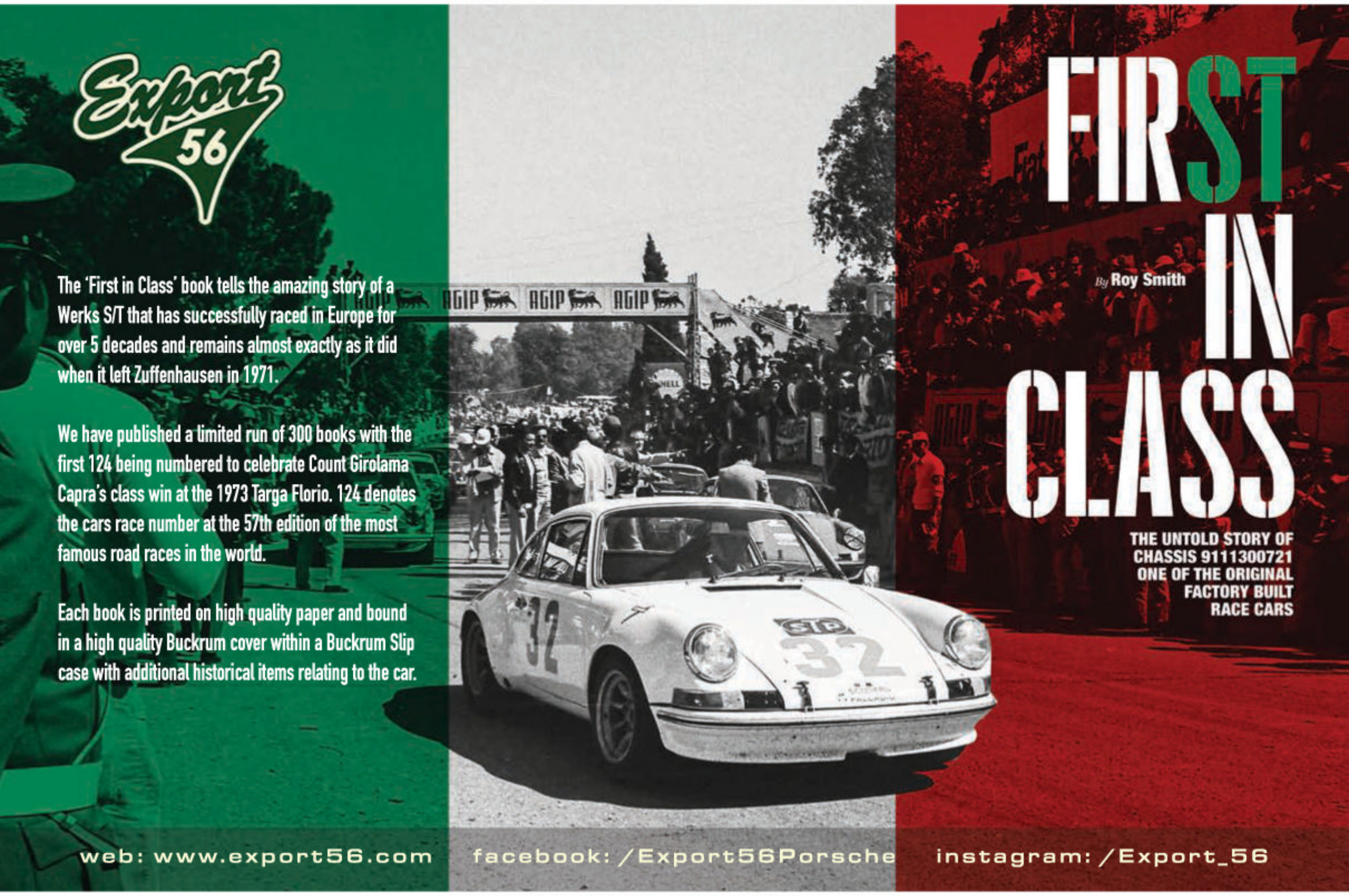

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By Roy Smith

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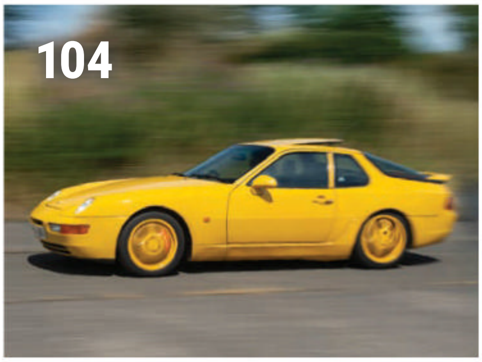

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TIME MACHINE

The subject of a new book, this 911 S/T is an astonishing time capsule with a near fifty-four-year competition career. We get behind the wheel at Goodwood Motor Circuit...

Words **Steve Bennett** Photography **Dan Sherwood and Adrian Brannan**

Imposter syndrome? We've all been there. I've got a big dose of it today. I mean, I've had some pretty neat gigs during my forty-odd years as an automotive journalist, but this is right up there with the best of them. I dare say it might be a career peak, certainly as far as my time with 911s is concerned. What have we got, then? A genuine 911 S/T, Goodwood Motor Circuit for the day and, er, just me. Clearly, I should bow out now.

Well, okay, it's not quite just me. The S/T's owner, who wants to remain under the radar, is here, as is Mick Pacey, founder of independent classic Porsche sales and restoration specialist, Export 56. Mick, I like to think, is the *Indiana Jones* of the classic Porsche world, searching out rare and exceptional cars for clients keen to give Export 56 the task of curating privately owned collections of historically significant Porsches. Emphasis is on the first, last and rarest of Porsche products. As such, the owner of the S/T is also in possession of the first right-hand drive 356 A Carrera GS, which is also present on this sunny day at Goodwood. Yes, I also got to drive the 356, resplendent in all its four-cam glory. There are other rare Porsches in this awe-inspiring collection, but to list them here would be to distract from what is a remarkable story, so much so, this particular S/T is now the subject of a new book, *First in Class*, authored by Porsche enthusiast and historian, Roy Smith, and documenting the car's originality, competition career and history. Indeed, this could be the most significant S/T you've never heard of.

THE DOMINANT FORCE THE S/T EXERTED ON MOTORSPORT AT JUST ABOUT EVERY LEVEL, FROM CLUB EVENTS TO FULL INTERNATIONAL

A bit like its discerning owner, this 911 keeps a low profile, but has consistently raced and rallied across more than half a century. Having been privy to Smith's coffee table tome, I know just how big the story is, which is why I need to be somewhat selective in revealing all the juicy details here. Then again, even if we dedicated the whole of this issue of *911 & Porsche World* to our star car, we'd only have enough column inches to scratch the surface.

To begin, let's look at precisely what an S/T is, without which, there would probably be no Carrera RS. We all know RS stands for *Rennsport*, but how do we decode *S/T*? It's a tricky question, not least because it wasn't an official model designation. In fact, S/T was closer to a description of specification according to discipline, whether circuit racing, rallying or hill climbing. Believe me, there were many permutations available.

The S/T was the answer to a question posed by Group 4, which for 1970 had been designated as a category for Special Grand Touring cars. With Jürgen Barth at the helm of Porsche's race car development programme, his job was to develop a 911 competitive within Group 4 regulations. The result was a mash-up of 911 S and 911 T, hence the S/T moniker. According to Barth, he'd essentially made use of the 2.2-litre 911 S, but with the M471 Sport Kit of the 911 T. Taken at face value, this implies a 911 T powered by a 2.2-litre 911 S engine, but this is to oversimplify what the S/T really is: a true, traditional, fleet-of-foot Porsche produced using all the tricks in the company's lightweighting playbook. The manufacturer produced a special bodyshell with thinner-gauge steel for the roof and floorpan, adopted aluminium for the bonnet, fibreglass for the front wings, and used the same composite material for the bumpers. Any equipment deemed non-essential was unceremoniously ditched. As such, homologated weight was just 840kg, although Gérard Larrousse's 1970 Tour de France S/T, which finished third behind two Matra MS650 sports prototypes, tipped scales at a barely believable 789kg.

Development was constant, meaning there is no definitive S/T specification — each car was different in its own way. For example, during the S/T's assembly lifespan (between 1970 and 1972), a range of engines was used. Staying true to Barth's original concept, early S/Ts featured the 911 S 2.2 engine in short-stroke form. This was followed by a 2.3-litre version. In 1971, a 2.4-litre short-stroke flat-six was developed, which was followed in 1972 by 2.5-litre engines in both long- and short-stroke guise. The last of these (the 2,464cc Type 911/73) featured a Bosch mechanical fuel injection (MFI) system with characteristic injection stacks. It was good for 275bhp at 8,000rpm.

How many S/Ts were assembled? As can often be the way with these things, there is no straightforward answer to this question. Certainly, less than twenty factory-built S/Ts were produced, but between forty and fifty examples can be accounted for in total, including S/Ts built through acquisition of component upgrade kits bought by privateer teams, though these cars can't really be deemed the real thing. What *is* real, though, is the dominant force the S/T

Facing page
Few S/Ts were manufactured, making this a super-rare and highly collectible 911

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Above Enjoying its time in the pitlane at glorious Goodwood

exerted on international motorsport at just about every level, from club events to full international, from privateer drivers to Porsche's own works crew. The S/T won pretty much everything in its class before arrival of the RS.

And what of the 911 you see on the pages before you? It's time to talk Italian (and numbers), because this is where the story starts and remains for many years. Built in the early weeks of 1971 and supplied to the famous Jolly Club of Milan racing team, this S/T was first raced by Sergio Bettoja, descendent of a wealthy family of hoteliers from Rome. Chassis 9111300721, to give its full title, was designated as specification M471 Sport/M491 (a lightweight M471 car with M491 track kit), suitable for Group 4 rally and race use. Significantly, only seven (or fewer) S/Ts were built of this type, complete with secondary reinforcement of the front wings. Three of these same-specification cars were assembled for Porsche's works rally team, while two were specially prepared for the 1971 24 Hours of Le Mans.

Unusually, perhaps, 9111300721 was delivered sans engine. Consequently, there is conjecture regarding the particulars of the first boxer to be fitted. According to anecdotal stories from those involved at the time, the original flat-six might have been a 2.2-litre MFI unit made available to the Jolly Club and installed by a local marque specialist. Equally, there is significant evidence it might have been a 2.4-litre engine. This argument is supported by details of race entries listing engine capacity of 2,381cc. What's certain in the here and now, however, is that a 2.5-litre engine (as currently fitted) was installed in 1972 at the request of the car's second owner, Count Girolama Capra. The work, including dyno testing in Stuttgart, was entrusted to his right-hand man and mechanic, Angelino Lepri, as confirmed by Lepri to Export 56's Mick Pacey.

Bettoja as a well-known gentleman/journeyman driver in Italy, with more than 250 race starts to his credit, plus a hundred outright class wins from behind the wheel of various Ferraris and Porsches. Career highlights include an epic solo drive in the 1956 Mille Miglia, where he campaigned an Alfa Romeo 1900 TI, finishing 104th from 364 entries. Long-distance and endurance racing was his speciality, although by the time he got behind the wheel of the Jolly Club's S/T, he was coming

REMOTE
BRANTZ

MAIN BEAM
PULL

Above and below The car has led a rich and varied competition life, including participation in the Targa Florio

toward the end of his career. The first event recording this 911 on its entry list is the 1971 Sanremo-Sestriere Rally d'Italia, a round of the International Rally Championship. Bettoja made it only as far as the event's third stage before retiring. In fact, in all five events entered in 1971, aside from a lone top ten finish, he retired. In one instance, he missed a time slot.

FITTED-UP WITH A LEPRI-LIKE BUILT-AND-DYNO-TESTED 2.5-LITRE FLAT-SIX IN ALL ITS TWIN-PLUG, MFI INJECTION-STACKED GLORY

Some things are not meant to be. The S/T wasn't meeting the expectations of Bettoja or the Jolly Club, which is where the exotically titled Count Girolama Capra enters the picture, albeit a few paces behind Lepri, who was acting as a broker and fixer in looking for interesting race cars on Capra's behalf. And so, the S/T transferred from the Jolly Club to Scuderia Palladio, the team Capra was closely associated with.

For a moment, let's glory in the Italian language and the names involved. Can't you just smell the pasta? Capra was a barrister from Vincenza, located in the Veneto region of Italy, famed for its architecture by Andrea Palladio, hence the Scuderia Palladio connection. Capra was famous for Villa La Rotunda, his Palladio-built and designed home, which is renowned as being one of the architect's most perfect creations, as well as the most recognisable symmetrical building of the Renaissance.

Export 56 recently took the car on a trip down memory lane, which is to say this amazing Porsche was shipped back to Italy. It was photographed near Capra's former home, which is now in the custody of the Italian equivalent of the UK's National Trust. Capra passed away in 1996 following a four-decade long racing career. He was active in motorsport right up to final stages of his life, racing a 993 Carrera RSR in the BPR Global Endurance Series in 1995.

Recognised as one of the wealthiest men in Vincenza, the Count cut quite a dash, perhaps as only an Italian Count could, racing in a Fangio-style helmet and purportedly never without a black leather bag stuffed with lire, just in case he needed to make an impromptu purchase or two. Money talks, as they say. He competed in the Mille Miglia in 1955 and lined up for the Targa Florio no less than fourteen times between 1962

Scuderia
PALLADIO

Above There is confusion over specification of the first engine fitted to the car, though it has been powered by a 2.5-litre flat-six for most of its life

to 1976. In his last outing at the Sicilian road race, he finished eighth overall in an RSR, but his highest overall placing was sixth in 1974.

There's more to delight at. Scuderia Palladio was affiliated to the Automobile Club Vicenza (ACV), which still exists today, as does the Scuderia Palladio motif, which depicts a cat in a crash helmet and can be seen adorning the S/T. The design represents the Vincenza community's apparent fascination with felines. Whatever, this now famous cat has represented many moments of glory on the national and international stage, with many successful drivers learning their craft within the Scuderia Palladio fold before joining factory teams.

SIGNIFICANT FOR ITS ORIGINALITY, ITS RARITY AND ITS STATUS AS A SUCCESSFUL PRIVATEER RACER IN HIGH-PROFILE ENDURANCE EVENTS

Lepri learned of the S/T's availability via Vincenza-based dealer, Fulvio Cavriani, whose son, Franco, is another Porsche personality contributing to the story of this enduring racer. Capra dispatched Lepri to buy the car — complete with an engine — in time for his next race, the Coppa Inter-Europa at Monza in September 1971, serving as support event for the year's Italian Grand Prix. An entry was placed by Scuderia Palladio for Capra and Lepri in what was listed as a 2,381cc 911 S. Sadly, this was not an auspicious start to Capra's tenure. Perhaps the Bettoja and Jolly Club's bad luck had somehow transferred? Capra and the S/T fell foul of a perceived entry infringement. A last-minute reprieve was granted, but Capra had already decided to go home.

Not to worry — Capra and Lepri's glory days with the S/T were to come, when it would compete in the guise we see it in today, running Scuderia Palladio livery and fitted-up with a Lepri-like built-and-dyno-tested 2.5-litre flat-six in all its twin-plug, MFI injection-stacked glory. For 1972 and 1973, Capra campaigned in local and European hill climbs, rallies and endurance events with plenty of success. The Targa Florio, though, was the pinnacle. In 1972, with no official Porsche works entries, Capra and Lepri flew the Zuffenhausen flag, finishing seventeenth overall and third in the over 2,000cc GT class. The race was won by the Ferrari 312 PB of Arturio Mezario and Sandro Munari. Capra and Lepri would go better still in 1973 for what was the Targa's swansong as an international round of the Sports Car World Championship (the race was exiled on the grounds of safety). The duo would finish twelfth overall and first in the up-to-2,000cc GT class. Up to 2,000cc? Had the S/T been equipped with a two-litre engine specifically for the Targa, or was this an administrative error? Was it evidence of Capra trying to avoid his country's tax on cars of more than two litres of capacity? The truth remains a mystery, particularly when, in subsequent outings, 9111300721 would revert to its more-than-2,000cc status.

Capra moved on in 1974 — the S/T was redundant, superseded by the then new RSR 2.8. He probably didn't give the older 911 a backward glance, such is the fate of seemingly past-it racers. The Porsche passed to another of Scuderia Palladio's team, Antonillo Zordan, who pedalled it to good effect in various Italian rallying championships during the mid-1970s, changing the

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car's colour from off-white to red and giving it something of an RSR bodywork makeover, complete with a 'ducktail' rear spoiler.

That's the car's early history taken care of. From Zordan, 9111300721 passed through various Italian owners, competing in various guises and engine configurations. Sympathetically and cosmetically restored in the 1990s, the car pitched up in the UK in the early 2000s, its value and status gradually rising in accordance with increased appreciation for the historic motorsport scene. A deal was brokered by Marco Marinello, proprietor of Switzerland-based classic Porsche sales outfit, Eleven Parts, for enthusiast buyer, Adrian Grundy, who charged Autofarm founder, Josh Sadler, with the job of viewing the car in Italy. Sadler confirmed authenticity.

Next to take on the role of custodian was Porsche historic race and rallyist, Paul Howells, who was beguiled by 9111300721's near original condition. Autofarm retrofitted the current 2.5-litre engine, returning the car to 'Capra' spec. Recognising the S/T's significance and rarity, Howells decided to effectively retire the car and, to protect its integrity, commissioned the build of a replica to compete with on the 2006 and 2007 Tour Britannia with Neil Primrose, drummer of rock band, Travis. Incidentally, Primrose has also competed at Le Mans Classic.

Fittingly, after its many years in Italy and a decade or so in the UK, 9111300721 crossed the channel to Germany, where it was united with its next custodian, Afshim Fatemi, a gentleman racer, who two years later sold the car to World Sportscar team owner, Romulus Kolles. Clearly, Kolles thought the S/T needed a bit of a rest after its hectic racing and rallying life because, aside from renewing its FIA papers, the Porsche was largely unused before returning to the UK in 2015, when Kolles passed title to Ross Warburton, another well-known historic racer, who also happens to be an, er,

Above Where to put the weekly shop?

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Marlboro World Championship Team
sara

MADE IN WESTERN GERMANY
KUNSTHARZLACK

57 targa florio
CONCORRENTE VERIFICATO

Above and right Period racing livery amounts to little more than a selection of team and sponsor stickers

Below Leading the pack at Goodwood, when we had the track to ourselves and a host of rare air-cooled classics from the Export 56 stable to play with

bread magnate (yes, *that* Warburton). He dispatched Prill Porsche Classics founder, Andy Prill, to Camp Kolles in order to inspect the car prior to purchase.

Of this S/T, Prill concluded “it does not look like it has ever been subject to major restoration work. The composite panels look like factory originals. This car exhibits features only four or five S/Ts had, which is obviously helpful in establishing the car’s authenticity. For example, Porsche built S/Ts with secondary reinforcement of the front inner wings. Later factory-built competition cars were strengthened on the outside of their inner wings. This car makes use of the earlier style of strengthening.”

DEFT ON ITS FIFTEEN-INCH MICHELINS, I HARDLY NEED TO MAKE ANY STEERING INPUT TO GET THE NOSE TURNED INTO ANY OF GOODWOOD’S TIGHT CORNERS

Prill ran the S/T for Warburton, acquiring new FIA HTP papers to enable the car’s proud owner to compete on the 2017 Tour de France Auto, where he finished twelfth overall and second in class. Not bad, considering there were no fewer than 242 cars on the five-day event. Capra would have been proud. Sadly, as had often been the case, 9111300721 was parked up, out of sight, out of mind, until Mick Pacey was tasked with finding it. No stranger to the S/T, having carried out one of the first significant S/T restorations (Anton Fischhaber’s 2.5-litre 1972 works car), he was amazed at what he found on a “dreary day in Burnley, at Warburton’s workshop”.

Waiting for him was an S/T as near to original as is realistically possible, given the vagaries of time and competition. Right down to its Recaro seats, rare competition four-spoke steering wheel and original gold Campagnolo wheels, this was the real deal.

Deal done, Export 56 and the car’s new owner went on to extensively research the provenance of this historically important 911, significant for its originality, its rarity and its status as a successful privateer racer in high-profile endurance events. Works cars tend to get the glory, but cars like this formed the backbone of Porsche’s competition department. As intimated, Export 56 recently returned the car to Italy for it to take part in the Targa Florio Historic Regularity Rally. The Bedfordshire-based team took the opportunity to track down Lapri and others associated

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Above It's difficult to see how the luxury-laden 992-generation S/T has carried the spirit of the revered original model

with the car, such as Cavriani, who was happy to be interviewed for Smith's book. Additionally, In February this year, 9111300721 was proudly displayed at the Vincenza Rally Racing Meeting, organised by two-time World Rally Championship victor, Miki Biasion, to the delight of the city's cat-loving locals.

And now, here we are, at Goodwood Motor Circuit. Yes, it's me, your imposter. Sitting in the pitlane in the afternoon sun, this S/T is absolutely authentic, rolling on matching front and rear Minilites, the bonnet- and wing-mounted Cibié spots up ahead. We're a long way from Vincenza, but the Scuderia Palladio 'cat in the helmet' badge on the car's front-end is an amusing nod to home. I'm fascinated by the Capra story — it is an honour to sit where he once did, to change direction with the very same steering wheel. Sadly, I don't have his Fangio-style lid or a black leather bag full of money. Or any money, for that matter. And no, this isn't the Targa Florio, but sitting strapped in and giving the throttle a good whap, whap, whap, Goodwood in a 911 S/T is a close second.

The short-stroker is chainsaw-loud, responding instantly to revs in typical MFI fashion, but thanks to 911 familiarity, the S/T isn't intimidating, Porsche always conscious to make its competition cars user-friendly. The sometimes-maligned Type 915 gearbox is fully synchronised, while visibility on all fronts inspires confidence, as does reasonably intimate knowledge of Goodwood Motor Circuit from the many laps I've completed here over the years.

Green light, track open. The cacophony of the flat-six pistons assaulting each other, fired by twelve plugs and fuelled by MFI, merges into a glorious, rasping howl via the twin outlet exhaust. And that's just trundling out of the pitlane in first gear. Second is a long throw. A bit of throttle clears the pipes and we merge into Madgwick and short-shift up to fifth on the long curving run to Fordwater and St Mary's, all the while getting a feel for the gearbox, which might be long-winded, but is wonderfully tactile. A lap to acclimatise, then it's time to push this S/T a little. The only intimidating thing is its financial value and Goodwood's 'take-no-prisoners' limits. Oh, and perhaps a very generous owner looking on.

Even so, this is 911 familiarity with confidence, which is to say the thin-rimmed steering wheel tells you precisely what the front wheels are up to, and through the driver's seat you can feel exactly what's happening at the swinging rear. This Porsche is very much alive, and when the throttle butterflies are fully open, wow, does it fly. There's nothing old about the performance on offer.

Delicate and deft on its fifteen-inch Michelins, you hardly need to make any steering input to get the nose turned into any of Goodwood's tighter corners. Clichéd it may be, but you almost *think* the car into the apex. Every input provokes an immediate response and, on the faster sections, this 911 flows, building speed so very soon the short gearing calls for fifth and a run to the near 8,000rpm redline. Only at the chicane does the S/T feel slightly cumbersome, with plenty to do to get it slowed and into the correct gear before blasting out with a twitch from the rear and howling down the pit straight, turning into the double apex, off-camber Madgwick and feeling the S/T's chassis leaning over as weight transfers to the rear and the nose points at the inside kerb, calling for a slight twitch of opposite lock. You get the drift. Literally.

Five laps is a privilege. As historic Porsches go, 9111300721 is an amazing representation of air-cooled brilliance. As mentioned, this many pages and this many words only scratches the surface of this extraordinary 911's life and story. I would, therefore, urge you to read *First in Class* and delve even deeper. ●

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THE BULLETIN

News from the world of Porsche

PORSCHE’S LEGACY IN LA PANAMERICANA REVIVED

La Carrera Panamericana 2025 delivered a spectacular showcase of cars, heritage and passion, highlighted by the participation of modern-day Porsche racing legend, Timo Bernhard. The German endurance champion, who won at Le Mans and the Nürburgring during an illustrious career behind the wheel, joined the Porsche team in Mexico as a special guest driver, piloting a new 911 GT3 alongside local co-driver, Patrice Spitalier.

Bernhard’s participation in the seventy-fifth anniversary edition of La Carrera Panamericana evokes the legacy of Porsche pioneers, such as Hans Herrmann, who led the first official Porsche team to enter the treacherous border-to-border race — with the 550 Spyder — in 1954. Herbert Linge is also brought to mind, a driver whose exceptional mechanical work would go on to earn him the Order of Merit from the Mexican government. Of course, in 1953, former Porsche press and motorsport manager, Fritz Huschke von Hanstein, helped establish the Stuttgart brand’s reputation in the world of elite motorsport when he took part in the event alongside Formula One ace, Karl Kling.

ENDURING REPUTATION FOR THE PRECISION AND DURABILITY OF THE BRAND’S PRODUCTS

“La Carrera Panamericana was a major race featuring exceptional Porsche drivers, true heroes of their time,” says Bernhard. The historical bond between Porsche and La Carrera Panamericana lives on, not just in terms of the competition, but also in iconic model names, including the 911 Carrera and the Panamera. With Bernhard’s participation, Porsche aimed to strengthen the connection between its sporting present and a defining chapter of its automotive heritage.

TAG HEUER
La Carrera Panamericana
telcel
P3
RALLY MÉXICO 2025
CHIAPAS
PUEBLA
México
QUERÉTARO

“I love rallying and have achieved several overall victories in Germany,” continues Bernhard. “This time, however, I wasn’t focused on competition or results, rather on showcasing Porsche’s legacy and fascinating heritage to those spectating.” La Pana, as it is known among enthusiasts, was one of the world’s most demanding and exciting road races, taking place between 1950 and 1954. Holding special significance for Porsche, it would lay the foundation for the enduring reputation for the precision and durability of the brand’s products. Although the race-proper was cancelled in 1955 (on the grounds of cost and safety), it was revived in 1988 as a historic rally. Bernhard’s participation seventy-five years after La Pana’s debut highlights the event’s continued significance in motorsport.

Since the 1950s, Porsche and La Carrera Panamericana have shared a journey of tradition, innovation and passion. The Mexican competition provided a stage for the first 550 models to earn their place in international motorsport history by outperforming more powerful cars from rival manufacturers.

2025 CARRERA CUP GB AND SPRINT CHALLENGE GB WINNERS CROWNED

Joe Marshall (Team Parker Racing) took a hat trick of lights-to-flag victories in the final races of the Porsche Sprint Challenge GB season at Brands Hatch, but the tense battle for overall championship glory went down to the final race of the season, with Tom Bradshaw (Toro Verde GT) emerging victorious. In the RS Am category, Matthew Kyle-Henney (Clean Racing) took victory in the weekend's opening battle, with Reece Somerfield (Breakell Racing) claiming the second and third encounters. Oliver Meadows (Team Parker Racing), however, clinched category championship honours for 2025.

There was drama at the start of the last race of the season, hosted on a wet Brands Hatch. Bradshaw appeared to make a false start before the lights went out. When they did extinguish, he was slow away from the line. As he slipped backward, Marshall led the pack once more. Somerfield chased the leader in second place, while Bradshaw and Cottam made contact at Paddock Hill, causing the latter to retire in the gravel trap at Druids. With Marshall leading Somerfield, Hammerton and Tofts, the safety car was scrambled into action, neutralising the race.

The event restarted with twelve minutes remaining on the clock. Hammerton soon passed Somerfield for second overall. With six minutes to go, Tofts attacked Somerfield, while Harvey looked for a way past Bradshaw. Positions remained the same until the final lap, when a recovering Bradshaw managed to find a way ahead of Tofts.

At the flag, Marshall clinched his third win of the weekend to complete an impressive hat trick. He was followed home by Hammerton, Somerfield and Bradshaw. With this result, a thrilled Bradshaw, who many readers will know as one half of the father-and-son duo in charge of Porsche-approved body repair and restoration outfit, Road & Race Restorations, was crowned overall champion for 2025.

INTO GLORY RIDE

Andrew Rackstraw, meanwhile, is 2025 Porsche Carrera Cup GB champion after a cool, calm and calculated title-winning performance in the season finale at Brands Hatch in his Rosland Gold by Century Motorsport 911 GT3. A fourth- and third-place Pro category points finish in two nail-biting races around the Brands Hatch Grand Prix circuit not only gave the BRDC Rising Star driver the title, but secured Century Motorsport the teams championship. With Andrew scoring points in all sixteen Porsche Carrera Cup GB races this year, the twenty-three-year-old South African's final title-winning points tally included dropped scores. "After such a hard-fought season, I honestly can't believe I've won the title. It's going to take a long time for it to sink in," he tells us. "The season finale wasn't the prettiest, but I didn't lose my cool when the pressure was on. I knew what I needed to do in order to secure the win, which I will always treasure."

RACKSTRAW
2025 PRO
PCCGB
CHAMPION

917/30 SET FOR ADELAIDE MOTORSPORT FESTIVAL

One of the most powerful and dominant race cars ever built, the 917/30, will be star attraction at the 2026 Repco Adelaide Motorsport Festival, scheduled to take place February 28th and March 1st 2026. The 917/30 dominated the 1973 Can-Am season, with Penske Racing's Mark Donohue winning six out of eight races. Despite Can-Am being a no-holds-barred series with almost no restrictions on engine displacement or power, however, the success of the 917/30 forced rule changes, effectively banning the car.

This legendary Porsche features a 5.4-litre twin-turbocharged flat-twelve engine, producing 1,100bhp in race trim and 1,500bhp in qualifying trim. Weighing just 820kg, the 917/30 set a closed-course speed record of 356.44 km/h (221.16 mph) at Talladega in 1975. Only six 917/30s were assembled, with chassis number five being the car heading to Adelaide. This stunning Sunoco-liveried racer will be active at Victoria Park circuit across both days of the event.

In 1979, Garry Sutterfield, owner of a Porsche+Audi dealership situated at West Palm Beach, was enjoying a factory tour, when he was made aware of 917/30 number five, essentially an unfinished chassis collecting dust. He asked if he could acquire the car. After much deliberation, the project was given the green light and Weissach's engineers began gathering parts necessary to complete the build. Sutterfield was an instigator of historic motorsport in the US and already owned a number of air-cooled Porsches, some of which he raced. 917/30 chassis number five was duly completed and handed over.

SUTTERFIELD'S PURCHASE SET A RECORD FOR THE HIGHEST SUM OF MONEY PAID FOR A NEW PORSCHE

Sutterfield's purchase set a record for the highest sum of money paid for a new Porsche. He proudly displayed the car in his showroom back in the US, although was happy to allow select journalists to drive the monster motorsport machine for testing. 917/30 chassis number five then made its way into the hands of a collector in Japan. Current owner, Peter Harburg, came into the picture in 2013. "I was contacted by Adrian Hamilton, son of Duncan Hamilton, the famous racing driver and Porsche dealer here in Australia. Adrian alerted me to the fact the car was being readied for sale. Knowing I might be interested in becoming the 917's owner, Adrian suggested I get in touch with John Collins, owner of Talacrest, the Ferrari dealer in England recommissioning the car." A mutually agreeable purchase price was reached.

"My job is to ensure this historic Porsche remains available for enthusiasts to enjoy by way of its continuing participation in historic racing. The sight and sound of the 917/30 is incredible," he adds.

Tickets to the 2026 Repco Adelaide Motorsport Festival are on sale now, with early bird pricing available across all ticket types for a limited time. The event will once again feature various categories, ranging from F1, V8 Supercars, sports cars, touring cars, motorbikes, drift cars and more, all without a break in track activity. Interested parties are invited to order tickets (weekend or single day with hospitality options) at *adelaidemotorsportfestival.com.au.*

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911 GT3 (991.2)

Carrara White Metallic • Black 918 Bucket Seats • PDK Gearbox • 20" GT3 Centre Lock Wheels • Porsche Ceramic Composite Brakes • Clubsport Package • Previously Sold & Serviced by Paragon • 16,648 miles • 2017 (67)

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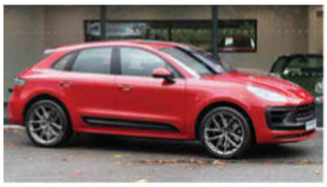
£84,995

911 Carrera 2 S (992)

Guards Red • Black Leather Seats PDK Gearbox • 20/21" Carrera S Wheels • Sport Chrono • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 18,182 miles 2019 (69)

£79,995



Macan GTS

Carmine Red • Black Leather Sports Seats • PDK Gearbox • 21" GT Design Wheels • Electric Glass Sunroof Touchscreen Satellite Navigation Sport Chrono • Switchable Sports Exhaust • 12,101 miles • 2024 (24)

£76,995

911 Carrera 2 GTS (997.2)

Meteor Grey • Black Leather Seats PDK Gearbox • 19" GTS Centre Lock Wheels • Sport Chrono • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 50,721 miles 2011 (11)

£62,995

911 Carrera 2 S (991)

Platinum Silver • Black Leather Sports Seats • PDK Gearbox • 20" Carrera S Wheels • Sport Design Exterior Pack • Switchable Sports Exhaust Previously Sold & Serviced by Paragon • 35,065 miles • 2013 (63)

£59,995

911 Carrera 4 S (997.2)

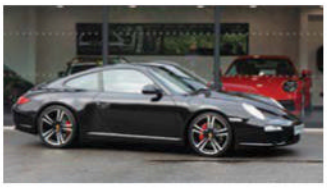
Carrara White • Black Leather Seats • Manual Gearbox • 19" Sport Design Wheels • Touchscreen Satellite Navigation • Sport Chrono Previously Sold & Serviced by Paragon • 62,768 miles • 2009 (09)

£52,995

911 Carrera 2 S (997.2)

Platinum Silver • Black Leather Sports Seats • PDK Gearbox • 19" Carrera Classic Wheels • Sport Chrono Touchscreen Satellite Navigation Previously Sold & Serviced by Paragon • 53,352 miles • 2011 (61)

£51,995



911 Carrera 4 S (997.2)

Basalt Black • Black Leather Seats PDK Gearbox • 19" Turbo II Wheels Touchscreen Satellite Navigation Sport Chrono • Switchable Sports Exhaust • Bose Sound System 68,434 miles • 2011 (11)

£49,995

Cayman S (981)

Viper Green • Black Leather Sports Seats • PDK Gearbox • 20" Carrera S Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust • Sport Chrono • Sports Chassis • 13,497 miles • 2016 (16)

£42,995

Cayman S (981)

Basalt Black • Black Leather Sports Seats • PDK Gearbox • 20" Carrera S Wheels • Touchscreen Satellite Navigation • Heated Seats Previously Sold & Serviced by Paragon • 23,578 miles • 2013 (63)

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In this newly published 164-page bookazine, the team behind *911 & Porsche World* and *Classic Porsche* magazines explores the history of the phenomenally successful 911 GT3, from introduction of the marque, through every generation of GT3-badged Neunelfer to date. In addition to testing road-going GT3s of the 996, 997, 991 and 992 variety, not to mention their mighty RS counterparts, we share buying advice and expert technical information from industry professionals. Charting the design and evolution of this emotive series of 911s, we pitch various GT3s against one another and delve into exciting real-world owner stories. There's even a nod to the Carrera RS 2.7, serving as spiritual ancestor to the breed. How does this air-cooled icon stack up against a 997 GT3 RS, though? Find out in this considerately curated title. Essential reading for marque enthusiasts. Out now.

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Price: £58.80 (part number H16K)

***classiccarleds.co.uk* or call 0800 246 5678**

HERBERTS PERFORMANCE 964 FRONT SPLITTER

Porsche parts producer, Herberts Performance, has announced the availability of a new splitter designed specifically for the 964. A high-quality accessory designed to fill a notable gap in the market, the part is constructed from impact-resistant, injection-moulded plastic (the same material used for undershields on WRC cars). Tailored for the narrow-body 964 and offering a direct-fit solution, the part is sold complete with all necessary fixings for straightforward installation, with detailed fitting instructions published on the Herberts Performance website. The company is the brainchild of automotive engineer, Ant Parker, who hails from a background of both motorsport and OEM engineering. He has decided to turn his hand to providing previously obsolete parts many Porsche owners want, starting with this splitter, a replica of a long out-of-production part commanding an eye-watering price tag on the used parts marketplace. Parker tells us plans are underway for a range of high-quality interior components for classic Porsches, followed by innovative track-focused goodies. Visit the website for further details.

Price: £599.99

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1968 912 Soft Window 5-Speed #18571

Presenting a rare soft-window Targa, a matching-numbers example accompanied by a digital Kardex report. Powered by its original 1.6-liter flat-four engine, a 5-speed manual transmission, and its Solex dual carburators. Accompanying the vehicle are service receipt copies totaling $11,190.46, documenting care and investment from September 1981 through April 2022.

For $76,500

1982 Porsche 911SC Coupe #18623

Introducing a stunning matching-numbers air-cooled coupe, beautifully finished in a sophisticated grey exterior paired with an elegant tan interior. At its heart sits the renowned 3.0-liter flat-six engine paired to the iconic 915 five-speed manual gearbox, offering that pure mechanical connection only a true air-cooled Porsche can deliver.

For $59,950

1997 Porsche 993 Targa 6-Speed #18866

Striking in Guards Red over Cashmere Beige, this Targa pairs timeless design with thrilling performance. A 3.6L flat-six, 6-speed manual, and speed-activated rear spoiler deliver an exhilarating drive, while the signature sliding glass roof offers open-air freedom. Well-equipped with 17-inch alloys and service history, this example is both meticulously cared for and highly collectible.

For $69,950

1974 Porsche 911 Targa #18563

This highly desirable factory Lime Green over black, this air-cooled Targa presents as a standout example for both collectors and drivers alike. The car is accompanied by $18,756.51 in documented service receipts spanning from 1986 through 2023. It is equipped with a flat-6 engine with fuel injection, a 915 4-speed manual transaxle.

For $59,950

1963 Porsche 356B 1600 #18912

A rare and desirable Super T6 Cabriolet, presented in its factory color combination of Guards Red with Black leather interior. This matching-numbers example is one of only 931 Reutter T6 Cabriolets built in 1963, embodying the timeless elegance and enduring investment potential of the 356 lineage, and is mechanically sound.

For $169,950

1968 912 Soft Window Targa #14834

This classic air cooled Porsche comes with an owner's manual and receipt copies totaling more than $23,000. It documents extensive service work, including a crucial engine overhaul completed in 2021. Do not miss your chance to own a piece of automotive history with this 912 Soft Window Targa that is mechanically sound.

For $79,950

2005 Porsche 997 #18273

Introducing this Carrera Coupe 6-Speed, showing 79,666 miles and finished in its factory color combination of Arctic Silver Metallic over Black leather. The highly desirable 6-speed manual transmission further enhances its collectability. A well-preserved and mechanically sound example.

For $46,500

1973.5 911T Sunroof Coupe #18049

Finished in its factory color scheme of Sepia Brown exterior and beautifully and is complemented by a Beige/Tan interior. This California car is equipped with a 915 5-speed manual transmission, and Flat 6 Cylinder 2.4-liter engine. This is a classic car with exhilarating performance that is mechanically sound.

For $108,500

1987 Porsche Carrera Cabriolet #18782

Presented here is a matching-numbers example is powered by its renowned air-cooled 3.2-liter flat-six paired with a 5-speed manual gearbox. Beautifully presented open-air Carrera finished in its factory-specified Zermatt Silver Metallic over a refined linen interior. Accompanied by a clean CARFAX report, this well-kept air-cooled cabriolet represents an excellent opportunity and is mechanically sound.

For $48,500

1976 Porsche 911S Coupe #16776

Introducing a beautifully presented matching-numbers S-spec coupe finished in a special-order Metallic Blue exterior over a refined Black interior. Powered by a 2.7-liter air-cooled flat-six paired with a 915 five-speed manual transmission, this example delivers an engaging and authentic driving experience. Included with the car are service receipt copies spanning from May 1995 through March 2024.

For $62,500

1986 Carrera Super Sport Cab Turbo-Look M491 #17610

Featured here is a right-hand drive matching-numbers example with only 28,400 miles on the odometer. Outfitted with the coveted M491 option package, this Super Sport model is often referred to as the "Turbo-look". This example is truly extraordinary with only 26 right-hand-drive Cabriolets ever produced. With such limited production numbers, this car represents a golden opportunity for collectors and enthusiasts alike.

For $119,950

2005 Porsche 997 Carrera Coupe #18688

Introducing this 6-speed Carrera coupe finished in its factory Midnight Blue Metallic exterior over a Stone Grey interior. This showcases the refined aerodynamics synonymous with Stuttgart's engineering heritage. Powered by a spirited 3.6-liter flat-six paired with a 6-speed manual transaxle. Don't miss out on this opportunity to acquire a mechanically sound and well-equipped 997 coupe.

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SPIRIT OF LE MANS TARTAN FABRIC COLLECTION

The Spirit of Le Mans tartan collection features fourteen distinctive designs, all of which are available as rolls of high-quality fabric for automotive trimming. The collection is designed and registered in Scotland, where each tartan carries its own certification — the company's designs are registered with the Scottish Register of Tartans. These retro-styled fabrics are available as untreated 250gsm low-pill 65/35 polyester/viscose with a 2/2 twill, or as 365gsm 100% wool, which also features a 2/2 twill, is soil-resistant and Crib 5 fire-retardant.
Price: From £95 per metre, up to £135 for treated wool
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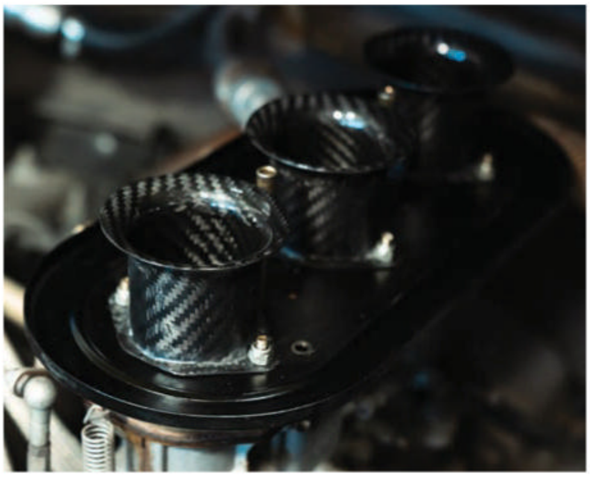
RENNLINE CARBON-FIBRE VELOCITY STACKS



These two-inch/fifty-millimetre-tall carbon-fibre velocity stacks are recognised for increasing engine performance at high operating speed by allowing for higher pressure pulse frequencies, leading to better airflow and stronger torque in the upper rev range. Sold individually and with mounting holes set sixty-five millimetres apart from one another, these velocity stacks are finished in exposed carbon weave and are suitable for four- and six-cylinder air-cooled Porsche engines. The parts feature in Rennline's constantly growing portfolio of carbon-fibre components for air-cooled Porsches, whether dress-up accessories or functional aerodynamic appendages for bodywork. All parts can be viewed on the Rennline website, or on the dedicated Rennline page at the online store of retailer, Pelican Parts.
Price: $100 per stack
rennline.com* or call *pelicanparts.com/rennline

NEW ELEPHANT RACING QUICKCHANGE CAMBER PLATES FOR 911/912/930/964-GENERATION 911

Make quick camber changes (independent of caster) to your 911/912/930/964 with these bolt-in camber plates from Elephant Racing. Loosening the large centre nut allows camber to be changed quickly. Built-in indices allow accurate positioning without using a camber gauge. The included safety snap ring prevents the nut from coming off in the event it is not properly torqued, and users can easily maintain separate street and track camber settings, or quickly make track-side adjustments based on tyre temperature. Offering +/- 1.25 degrees of additional range, this completely bolt-on suspension upgrade includes monoballs for a long service life and provides non-binding movement whilst the strut top is being positioned. Each kit includes a pair of camber plates and replaces part 91134101800. Elephant Racing extended-length spring perches are required for use with coilovers.
Price: £613 per kit
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NEW PORSCHE MODERN CLASSICS BOOKAZINE

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. The team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. *Air-Cooled Restomods* is available to order at the link below.

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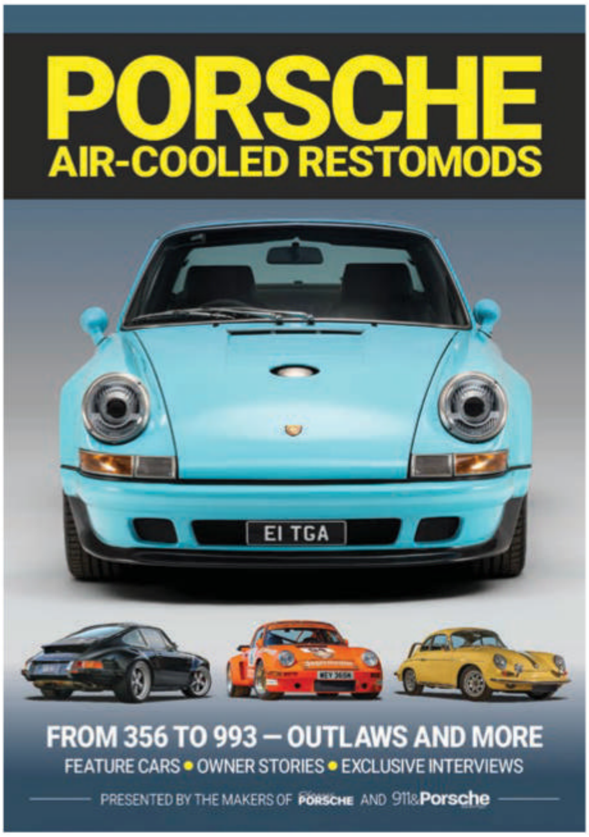
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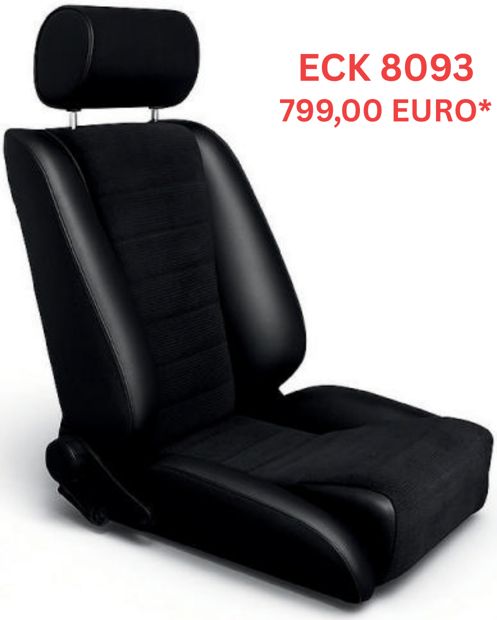

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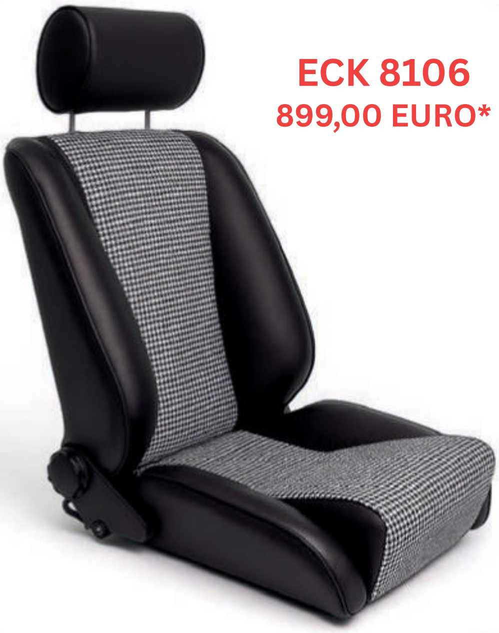

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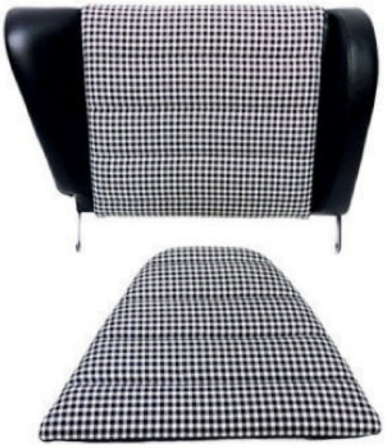

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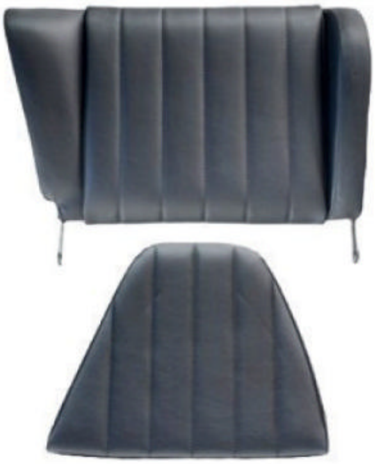

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TOM VAGI

Improved manufacturing and resistance to corrosion has resulted in cars surviving much longer than they ever used to, giving today's first-time drivers much more choice and far better-quality cars than previous generations were subjected to when hitting the road...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

The approach of the new year brings an interesting time in the Vagi household. My daughter is now of driving age and, somewhat unexpectedly, a budding car enthusiast. Apparently, riding in the passenger seats of many Porsches (and the occasional Mercedes) has rubbed off on her. This is a teenager who likes to keep her cards close to her chest, but after many conversations around the topic of cars built in the 1980s and 1990s, it became clear we needed to have 'the talk'. You know, the one about the reality of owning an older car, especially when it's your first car.

The saga began with a search of Facebook Marketplace in order to get a general idea of the kind of car she likes and anticipated cost. A surprise turn of events unfolded when she told me one of her classmates was given an old SAAB as a first drive. This caused a rethink among my daughter's peers about what qualifies as a cool car. Up until this point in our conversation, we were looking at fairly regular cars (modern-ish Audi's for the most part), but here in New Hampshire, many modern classics are inexpensive (cheaper than modern-ish Audis, anyway). Most kids wouldn't care what they were driving, provided they had a car, but my daughter is most definitely not 'most kids'. A fisherman recognises a fisherman from afar, as they say.

As we were searching, I was reminded the used car marketplace has changed a huge amount since I bought my first car. In the old days, we used to peruse classifieds and, if you found something you liked, you called the person and waited for a call back, perhaps leaving a message on their answering machine, likely loaded with cassette tapes. Now, a text or WhatsApp message sets the scene and you're off. The same, but different, I guess. Certainly, more efficient. The most stark change, however, is the sheer number of cool old cars out there. Not to age myself too much, but if my calculations are correct, when looking for my first car, if I'd have considered the age of car my daughter appears to be interested in, I would have been looking at vehicles manufactured in the 1950s. No offence to those of you who love this era of motoring, but as a kid in the 1990s, this was not a tempting proposition. Put it this way, I can't remember anyone at my school passing their driving test and buying a car from the 1950s. Now, though, it's cool to own a car from the 1980s or 1990s. And they're but a text or a click away.

I suppose my recent acquisition of a Mercedes-Benz W124 500E hasn't helped the situation. Beauty is in the eye of the beholder, as they say, but amidst all this romantic talk, I felt an obligation to tell my daughter what the reality of driving decades-old cars is really like. Availability of parts is a key consideration. As I have learned in recent months, Mercedes is terrible at supplying parts for its legacy models. If you were to throw (gently, of course) a new old-stock headlight assembly for a 500E into a ring, you would have a scene akin to throwing steak into piranha-infested waters. Those of us who own Porsches are lucky insofar as parts may take a long time to arrive, but they are usually available, and not often expensive. This is something the manufacturer needs to be given huge credit for. It is, after all, a big reason there are so many old Porsches still out there, active on the road.

Second, there's charm. While it's easy to understand the lure of driving a car from a comparatively bygone era, components reaching the end of their service life can sour ownership. Last summer, I went to adjust my 944 Turbo's rear-view mirror and it simply fell apart in my hands. I shrugged and bought a replacement. Driving the 500E just before the season ended, I left work and none of the car's cabin lights worked. As I drove through the night, checking gauges by the odd street light, I began to realise SAAB might have been onto something with its innovative 'night dash'. After a quick forum study and a vigorous turn of the dimmer rheostat, all dash lighting was back, magically. This, though, is a prime example of a car doing its best to compromise charm.

Third, positively, and most indisputable is coolness. It warms my heart to hear my kid talking about this. In a sea of homogenised products, she wants to stand out with something cheap, but cool. A 944, perhaps? With a surfboard stuck to its roof? Turns out, if you're willing to suffer the inconveniences, you might say there really is no substitute. ●

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KARL MEYER

Porsche's tumbling profits have sparked major cause for concern, with CEO, Oliver Blume, seemingly removed from post and the path to recovery now the responsibility of Michael Leiters, but are sensational headlines telling the true story? Could Porsche's losses be of benefit to the brand?

Karl Meyer** is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit **theporschebuyer.com

For those of us interested in the economic stability of our beloved brand, the last twelve months have felt like watching a horror movie, peeking through fingers covering the eyes, but knowing what's about to be seen will deliver nightmares. Journals concerned with global economics have had a field day with headlines, each more shocking than the last. And whilst I personally love a quippy headline, we want to do our journalistic best for you, pushing beyond the shallow, getting into the bones.

In the age where clickbait sells and AI-generated content competes for your attention, it has never been more important to understand the nuances and spin behind headlines. This month, the media Gods have gifted us one of the best examples of this I've ever seen. Mid-October, Porsche AG reported a loss of 966 million euros. That's 1.1bn USD. A big number in any company's book. To give further perspective, in Q3 last year, Porsche made a profit of the same number. More, in fact (970 million euros, to be precise). We're talking a monstrous swing of nearly 2bn in twelve months. Here is where I reckon you, the Porsche-buying public, has the edge over economists. It's why I see this shift as one of the most positive headlines for the brand in a long while. You see, some months ago, I reported now-ousted Porsche CEO, Oliver Blume, made devastating comments about the brand's future. I hoped a brave CEO could be our saving grace, whilst the rest of the industry continues down the road to hell. The losses in Q3 are, in my opinion, clear evidence of this bravery. They're a result of a huge rollback of Porsche's EV strategy.

Economists predicted a loss of 611 million euros. Porsche retains predicted profitability of a two percent margin and lower dividends paid, but it is the forecasted seven-to-nine percent in 2026 peaking my interest. If achieved, this would be a truly monumental recovery. I believe it would be unique in the industry, setting a very different trajectory to that of the competition.

Here at *theporschebuyer.com*, it's very much business as usual as we continue the humble work of buying and supplying used Porsches. I love to share unexpected data you'll never hear in the pub or alternative media. First up, then, is a real shift in what may be described as 'owner flex', which is to say the things someone might brag about when discussing their Porsche.

In the last year, I've noted a distinct desire for non-sunroof coupes. I love a sunroof on my personal cars, but what was once a reason for a car going over-age in stock is now a selling point. Another is the presence of a rear wiper. Yes, you read those words correctly. All of you, myself included, who once snubbed the ruination of that perfect rear line may need to re-think bias — I'm being asked more and more for rear-wiper cars. Tiptronic-equipped 911s also seem to be heavily desired right now. I'm not sure if this is a shift in the general acceptance of automatic transmission or if we're past needing to placate others with our choices, but as I've said many times before, a meticulously serviced 996/997 Tiptronic gearbox is a joy to be in charge of.

Speaking of early water-cooled 911s, our brand likes to celebrate uniqueness. Yes, black, silver and white sell en masse, but if you have 996 or 997 painted a bold colour, we have a strong buyer pool for you to exploit. Yellow 911s are, of course, sold in lower volume than monotone, but many enthusiasts want a statement finish for their Porsche and are prepared to pay good money for the right car.

That said, never buy or avoid solely on colour. And ignore industry types who tell you what sells best in dealerships. The volume concerns of a dealer are irrelevant to you selling a single car. Buy or build the Porsche for you. On this note, I believe we are benefiting from incorrectly priced Porsches in today's market. The 996 Turbo is a prime example. At circa thirty grand, pricing is low. This is 997 Carrera territory. At some point, the market will correct. Buy before it does. ●

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GREAT PRETENDER

Lust after a 997 Sport Classic, but recognise it resides in the land of unobtanium? Design 911's conversion kit could be just what you've been waiting for...

Words **Dan Furr** Photography **Dan Sherwood**

For many 911 enthusiasts, myself included, the 997 represents something of a high watermark. A runaway success after model launch in 2004, this new 911 for a new era did away with its predecessor's controversial 'fried egg' headlights, though it should be noted, as the cover of this buying-themed issue of *911 & Porsche World* ably demonstrates, when paired with certain colours, they look perfectly placed. Not retro-cool, just cool. Regardless, protest from so-called purists was such Porsche reintroduced ellipsoid headlights for production of the 997. While the rear of the newer 911 clearly demonstrates a direct link to the 996, the 997's updated nose could have the uninitiated thinking the 996 was just a dream — the 997's front-end owes more than a passing nod to that of the 993.

TEST MULES FOR PROTOTYPING AND EVALUATING NEW-TO-MARKET COMPONENTRY PRIOR TO SERIES PRODUCTION

In a world where we're used to the 911 growing substantially between generations, the 997 was, in fact, slightly smaller than the 996. Narrower, not as long and a tad shorter, the overall difference is barely perceptible (a few millimetres here and there), but it serves to bolster my opinion this generation 911 feels unapologetically compact, certainly when compared to a current Neunelfer, but even when pitched against a 991. Furthermore, where the 991 introduced electro-assisted steering, the 997's hydraulic setup emphasises the 'analogue' feel of the machine. Granted, I'm not talking F-series here, but the 997 serves to ride the fine line between modern and classic, providing just enough assistance to enhance comfort and safety, but not so much it interferes with the driving experience.

The same can't be said of a much newer 911. This, as I have argued in the past, speaks to the explosion in appeal of Porsche products since arrival of the 991. Don't get me wrong, the engineering and technology exhibited by modern 911s is often jaw dropping, but we're in an age where, GT products aside, it can be difficult to tell what's in command — driver or car? "How could this ambiguity possibly enhance appeal?" you may well be asking. Put it this way, on the whole, somebody with no prior experience of sports cars, let alone the chassis dynamics delivered by a rear-driven Porsche with its engine at the back, can jump in a 991 and the car will detect driving errors and correct them before the guilty party realises anything is amiss. Lose concentration or make mistakes in a 997 and the car will bite back. This isn't to say driving a 997 is a chore. It's not as though you have to be on your guard at all times, but compared to seat time in the majority of new 911s, a 997 is, in many respects, more engaging, more involving. On the whole, driving a 991 is a more passive experience, which suits the majority of motorists, whether they realise it or not. The 991, then, made the 911 entirely accessible to all, which is a statement I make without the intention of criticism. That said, the model's diluting of the formula leaves me happy to remain firmly in 997 territory.

The compact nature of the 997 makes you feel an integral part of the machine. Everything in the cabin is tighter, closer, pressed up against you. Well, almost. Certainly, with a passenger alongside, it feels like you're rubbing shoulders, as opposed to a friend riding shotgun in a new 911, where they could be in another room, such is the cavernous feel of today's Porsche cabin space. Here's an interesting point to note, though.

Many of you have been following my adventures driving all over mainland Europe in various new Porsches throughout the past twelve months. On each journey, I've taken a guitar with me. Specifically, a Fender Stratocaster in a hard case. With the seats folded down in the back of my 997, the case sits flat, spanning the width of the cabin with a little room to spare. A second-generation 992 Carrera? Not a chance — the guitar case rises up at one end, resting on the interior rear quarter panel. Considering the difference in dimensions (measured in inches) between these cars, I was surprised, but then I got to thinking: if you're going to increase the width of wheels and tyres, the additional girth has got to go somewhere. Bigger wheel arches necessitating sacrifice of rear cabin space? Perhaps.

Either way, even with my 997 frunk's limited luggage capacity (restricted to accommodate room for the front differential of the car's four-wheel drive system), I'm hard pushed to believe today's 911 is more practical than my near two-decade-old example.

Here's another thing about driving a more compact 911. This is true of all smaller cars, of course, more so motorbikes, but you don't need to be

Facing page
Dan drove the Design 911 Sport Classic evocation across France

travelling fast to feel as though you're travelling fast. I've regularly found myself in license-baiting territory when in the hot seat of a modern 911, whereas I can just about keep my right foot in check when in command of my 997. Well, apart from that one time I was driving flat-out on my *checks notes* private runway in Mexico for an untold number of miles, no let-up, and the car's gearbox gave up the ghost.

EXHAUSTING WORK

Speaking of my 911 giving me grief, those of you who read last month's 'fleet' pages will know the car's exhaust started playing up when I was on a blast around the mountains of North Wales a few weeks ago. Before the trip, I'd accepted an invitation from my friends at LeShuttle to explore the medieval town of Troyes, situated in the Champagne wine region of northeastern France. I decided to extend the trip by booking accommodation on the Normandy coastline and was excited to be taking my 997 across the water following fine-tuning of its bespoke premium dampers, developed in partnership with Motion Control Suspension (MCS) and replacing factory Porsche Active Suspension Management (PASM). As many of you will know, I often use these kinds of trips to trial brand-new Porsches, but this time, I wanted to put my own car — now heavily revised — to the test. Again.

There wasn't much time between leaving Wales and my planned departure for France. Just enough to send last month's issue of *911 & Porsche World* to print, in fact. In other words, there was no time to get the car's faulty exhaust repaired or replaced, which along with a full service, is now a job for the coming weeks. What car to drive across France, then? Sure, I could have asked Porsche for loan of another new vehicle, but I'd had my heart set on taking my 997. Besides, the detour from my house to Porsche Cars Great Britain's headquarters in Reading en route to the LeShuttle terminal in Folkestone promised to add a significant amount of time to the journey. This was time I didn't have at my disposal.

I had a brainwave. For an embarrassingly long period of time, the team at independent Porsche parts retailer, Design 911, and I have been trying to nail a mutually convenient time for me to head down to the company's base in Brentwood and sample some of the firm's in-house development vehicles. These are cars

Above Carrera RS 2.7 influence is clear to see, not least in the car's wheels and distinctive ducktail

Below 'Double bubble' roof is key to the Sport Classic aesthetic and is achieved here by way of a bespoke roof skin made from quality carbon-fibre

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used as test mules for prototyping and evaluating new-to-market componentry prior to series production. Current projects (of which you'll be seeing in these pages in coming months) include a kit to transform a boggo 718 Cayman into a GT4 RS-alike through the appointment of flush-fit composite body panels and custom-manufactured aero equipment, including all necessary supporting hardware. The idea is simple: GT4 RS looks without the GT4 RS price tag.

Similarly, Design 911 has developed a package to give a standard 997 the look of the highly sought after Sport Classic. An important point to note: among the company's vast fleet of exotic Porsches (of the air-cooled *and* water-cooled variety) resides a genuine 997 Sport Classic. Another important point to note: limited to just 250 units on launch in 2009, this is a bona fide 'unicorn' 911, with values reflecting as much. For context, you'll need to budget upward of three hundred grand for a 997 Sport Classic in good order.

That's ten times the price you'll pay for the tidiest, low-mileage first-generation 997 Carrera S. First generation? But the Sport Classic was released in 2009, making it a second-generation 997, no? Well, yes, but the clever folk at Design 911 recognise owners of either generation might want to give their 997 the Sport Classic look. To prove the point, they've used a 2004 Carrera S as the project's development car.

Here was an opportunity to kill two birds with one stone — drive across mainland Europe in a 997 (granted, not mine, but beggars can't be choosers), whilst sampling Design 911's Sport Classic evocation. Truth be told, the initial plan of action was to pitch the genuine Sport Classic alongside the copycat and invite readers to spot the difference, but finding time to trial one car proved difficult enough, let alone two. Maybe I'll revisit the idea in coming months. Get swotting, kids.

The team at Design 911 was enthusiastic about my suggestion and set about preparing paperwork to help me further understand the breadth of parts fitted to the car in its journey from Basalt Black Carrera S to convincing Sport Classic evocation, complete with model-specific grey paint Porsche chose to label Sport Classic Grey. I can only assume

Above Well, it had the team from *Top Gear* fooled, despite the age-related registration number

Below Trusty M97 flat-six makes itself known through a shouty exhaust

911 Sport Classic

Above Interior isn't an exact replica of the Sport Classic cabin, but has been trimmed to continue the retro theme

Below Bright yellow calipers, but without the expense of PCCB

nobody in Zuffenhausen had time to spare on the morning a meeting was scheduled to come up with a name for this colour, if indeed grey can be classed as such.

Before we get to the work carried out at Design 911 to turn this early 997 into a replica of an exclusive late 997, it's probably worth me summarising what the Sport Classic is, at least for the benefit of new readers who, perhaps, aren't as au fait with the manufacturer's output as seasoned subscribers. Based on the second-generation 997, the Sport Classic was Porsche's less-than-subtle stab at bringing design elements from the legendary Carrera RS 2.7 into the modern age. Well, why not? The rest of the world seems to be making a killing backdating 911s. Why shouldn't the maker of these cars have a go doing the same?

DESIGN 911 CAN SUPPLY THE PARTS TO CONVERT YOUR 997, ALL OF WHICH CAN BE BOUGHT INDIVIDUALLY OR AS A COMPLETE KIT

Pitched at a price point just under £138,000 (less than half current values), the Sport Classic was mainly a styling exercise. There's the aforementioned paint job, but also 'viper stripes' running nose to tail, the latter adorned with an RS-tastic ducktail. A front-end owing credit to the 997 GT3 joins Fuchs-style wheels, Porsche Ceramic Composite Brakes (PCCB), a limited-slip differential, a short-shift-equipped six-speed manual gearbox (no option of PDK, folks) and a bespoke exhaust. The otherwise-optional Sport suspension kit (more aggressive spring and damper rates, as well as a drop in ride height) is standard, while engine output is raised north of 400bhp. The flat-six remains normally aspirated, but features an updated intake system comprising six vacuum-controlled butterflies.

Step inside the Sport Classic and Porsche has continued the retro theme with a take on houndstooth for seat fabrics, giving the job to Exclusive Manufaktur. The leather is named Espresso Natural. They found time for the meeting to come up with that one, then?

The interior is full of flourishes exclusive to the Sport Classic, from the dash dials to the handbrake cover to the steering wheel design. A tidy package, one which sold out within forty-eight hours of Porsche opening order books.

RAISE THE ROOF

One of the Sport Classic's calling cards is its 'double bubble' roof. Homages to this rare 997 have been created at great expense by individual owners in the past, but these cars never echo the look of the Sport Classic's distinctive roof. Not so with the Design 911 car, which proudly carries the ridges of the 997 it seeks to emulate.

To the nitty gritty, then. Design 911 can supply the parts to convert your 997, all of which can be bought individually or as a complete kit from the company's popular online store. Alternatively, the business has opened a limited number of build slots to carry out the work for you. The specially developed parts applied or supplied include a front bumper with custom lower spoiler, a rear bumper with twin-exit exhaust apertures, stainless steel tailpipes, a ducktail engine lid (with integrated third brake light and ventilation channels), a carbon-fibre 'double bubble' roof skin, badges, decals, bumper grilles, sill covers and staggered nineteen-inch Fuchs wheels with black centres and polished lips. If converting a first-generation 997, the appropriate door mirror casings, rear lights, front fogs, side repeaters and indicators are available, complete with the necessary control units for introducing LEDs to proceedings.

In truth, this is an overview of the parts offered for conversion. The full list extends to number plate frames, looms, tow eye covers, headlamp washer jets, retainers and more besides. What's the cost, though? Can't be cheap, right? You may be surprised. At the time of writing, Design 911 is offering this Sport Classic conversion kit as a package deal for approximately eight thousand pounds. I don't need to remind you of the cost of acquiring the real McCoy, but even then, let's say you've got the cash to spare, finding a Sport Classic for sale is hardly an easy task. As a collector car already worth

Above Sport Classic Grey paintwork and dark grey stripes give this 997 an unusual appearance, as was Porsche's intention with the real deal

Below Ducktail includes third brake light and ventilation

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double its original sale price, owners aren't exactly falling over themselves to sell up.

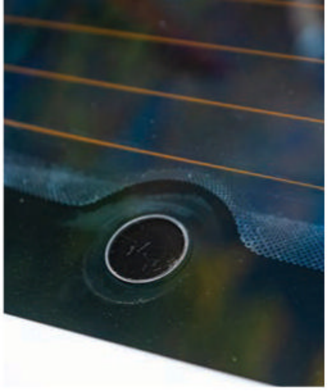
There's also usage to consider. Suppose you did manage to get your mitts on a genuine Sport Classic. Are you really going to want to pile on the miles and risk devaluing the car? Unlikely. A Sport Classic evocation, on the other hand? Add to the scoreboard with gay abandon, guilt-free.

This is what I did with the Design 911 demonstrator. I'll be documenting the trip in coming issues of *911 & Porsche World*, suffice to say, I left Brentwood, nailed it to the LeShuttle terminal, then drove to Troyes, taking in the famous Reims-Gueux Circuit along the way. From there, rather than hit motorways, I opted for the Route de Champagne, following picturesque backroads winding through vineyards, terraced hillsides and quaint villages. Long stretches of high-speed straights and fun twisty bits characterise this trail, which doesn't attract much in the way of traffic, save for the occasional tractor. If you follow me on Instagram (find me *@furrsfleet*), there's every chance you've seen videos I shared on this leg of the trip.

The LeShuttle crew invited a handful of other journalists to Troyes, including representatives of *Octane*, *Good Housekeeping*, *International Excellence* and *Top Gear*. If you need further convincing of whether this Design 911 conversion kit delivers a faithful reproduction of the Porsche original, consider the fact the boys from *Top Gear* were absolutely sure I was in charge of an authentic Sport Classic, commenting how it's rare to see one out on the road, let alone in rain. Even the giveaway of an age-related registration number did nothing to sway them. The penny only dropped when I explained the true nature of the car, this despite the fact I was driving a narrow-body 911. Yep, the 997 Sport Classic presented rear-wheel drive mated to a four-wheel drive shell, essentially providing the basis for the Carrera GTS, which followed for the 2010 model year.

Design 911 recommends starting with a Carrera 4 or 4S without a sunroof as the starting point for a Sport Classic conversion, but as its own development vehicle, er, demonstrates, a narrow-body Carrera or Carrera S will also work very well. Perhaps it's the effect of flat grey

Above Conversion kit is suitable for both first- and second-gen 997s, though the former will require additional items, such as updated mirror cases and second-gen lights



DESIGN 911
KE54 SBZ

WHEELS & WATCHES

OE MATCH
CLASSIC

Above During the conversion, the car was treated to a wealth of new parts from OE Match

paintwork, but the difference in hip width is barely noticeable unless you're staring very, very hard. This 911 doesn't look slight, anyway. On the contrary, it boasts heaps of road presence.

ROUTE DE CHAMPAGNE, FOLLOWING PICTURESQUE BACKROADS WINDING THROUGH VINEYARDS, TERRACED HILLSIDES AND QUAINT VILLAGES

Naturally, when developing the kit, the host Carrera S was thoroughly worked through, with all engine, suspension, braking and transmission equipment renewed or replaced new-for-old, much of it from the product catalogue of OE Match, a brand providing a wide range of new Porsche components, from gaskets to suspension hardware, engine parts, interior trim and everything in between, including many parts reintroduced to market for Porsche's legacy models long after the manufacturer stopped offering them.

As a result, this 911 drives superbly, its chassis making light work of lapping up bumps in the road and allowing me to throw the car into le corners at speed, retaining control of the rear end, which only threatened to lose grip when I asked it to.

Despite making use of yellow-painted calipers, there are no carbon discs at play. This isn't a bad thing. Designed with track use in mind, PCCB has a tendency to feel ineffective until warmed through, at which point a tap of the brake pedal has you heading for the windscreen. Super-effective, then, but total overkill for most Porsche road cars. Besides, nobody ever accused Porsche of fitting inadequate brakes to the 997. Many did, however, question the eye-watering price of replacement PCCB discs and pads, which can amount to the cost of buying a 996 Carrera. Yes, really.

The interior of the Design 911 car is trimmed in similar fashion to the genuine Sport Classic sitting in the company's showroom in Essex, though isn't a precise match. Houndstooth fabric covers the seat centres and doors. The donor car was very well specified, offering Sport Chrono, electrically adjustable heated seats, multi-function steering wheel, white dials and more.

As mentioned, I'll be doing a deep dive into my activities with the car in coming issues of this magazine, but repeating what I said at the start of this article, the 997 really is a high point in 911 lineage. Blending old-school charm, style and driving thrills with modern levels of performance, reliability and comfort, it remains the sweet spot of water-cooled 911s. The fact this generation Neunelfer is available in so many different flavours means there's a 997 to suit most tastes in style and to meet a wide range of budgets. And thanks to Design 911, there's now a Sport Classic for the masses. ●

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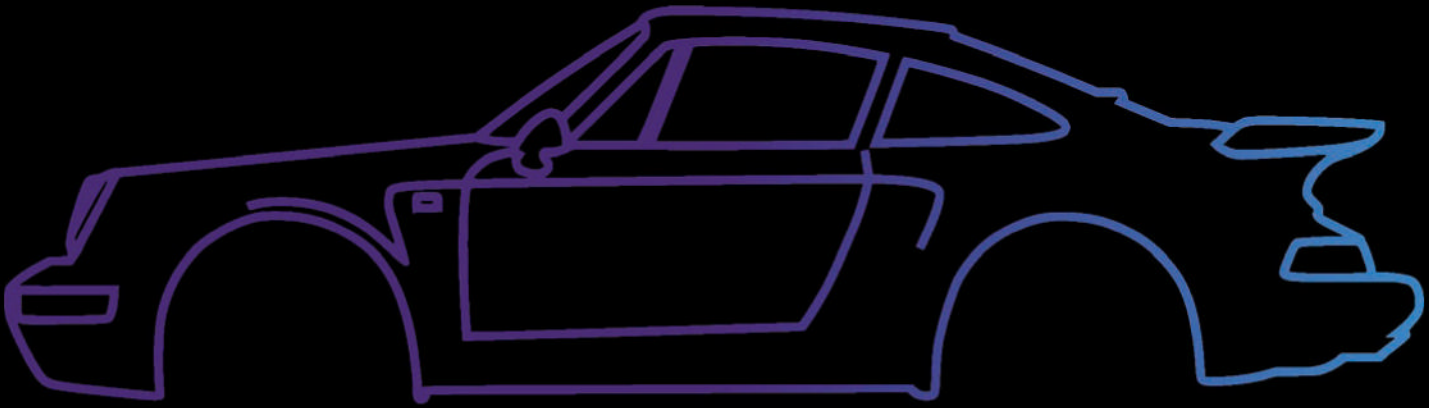

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2026's BEST BUYS

911 & Porsche World presents the cars we think should be registering on your radar in the year ahead...

Words **Dan Furr, Steve Bennett, Matt Robinson** Photography **Chris Wallbank, Dan Sherwood, Rich Pearce, Máté Boér, Adrian Brannan, Porsche Club GB**

This time last year, we were coming to terms with the fact Porsche had launched new versions of every product in its portfolio at more or less the same time, the effect being a trickle-down negative impact on showroom vehicle values. Main dealers weren't happy. After all, why would you buy stock sitting on forecourts if you knew an updated version of the car taking your fancy was on the horizon? Accusations of over-production and incorrect market forecasts came thick and fast, the proof — so it was claimed — being high quantities of Porsche stock remaining unsold in dealerships. New models were rushed for release in the hope of providing a shot in the arm. Launch of the new 911 GT3, for example, wasn't delayed as it had been previously. Even getting hold of an RS was proving a relatively straightforward affair, production volume notwithstanding. Off-book bubble pricing was (finally) on its uppers, so it seemed.

This was all bad news for Porsche Centres (from which many are still struggling to recover), but great news for buyers. Yep, Porsche, which for so long has sought to exploit the commitment of the enthusiast scene, had created the perfect buyer's market, which we touch on across the following pages. Taycan buyers, for example, are in a ridiculously strong position right now, able to dictate price where Porsche Centres previously had the upper hand.

A GREAT DEAL OF VARIETY TO CHOOSE FROM, CATERING FOR DIFFERENT TASTES IN CHASSIS DYNAMICS, STYLING AND PRACTICALITY

As mentioned in my opening message to this buying-themed issue of *911 & Porsche World*, our list of 2026's best buys isn't determined by price alone. Granted, we've tried to include cars to suit a wide range of budgets, and we've certainly kept an eye on what we consider bargain buys, but our primary focus has been on the amount of smiles to the mile each car presents for the money being asked of it. In other words, 'best buys' doesn't necessarily equate to the cheapest cars out there. After all, there's little flex in boasting of buying a powerful Porsche for peanuts if you're then required to spend more on recommissioning or repair work than the car would have been worth if it had been in decent nick to begin with. Ask me how I know.

That said, if you're prepared to be patient, there are bargains to be had, even when buying new. And though, historically, Porsche products have been manufactured in relatively low volume, there is a great deal of variety to choose from, catering for different tastes in chassis dynamics, styling and practicality. Happy shopping. ●

Turbo
G894 NBT

Above A riot on the road, the 912's flat-four can be easily tuned, resulting in power to rival that of a two-litre 911

FROM £60k

912

This feisty four-cylinder air-cooled classic has finally come of age. Long gone are the days of this flavour Porsche languishing in no-man's land between the 356 and the 911. Poor man's Porsche? Not likely. To put this into perspective, marque specialist, Revival Cars, is advertising the recently restored 912 seen on these pages with a price tag of six figures. Yes, really. Of course, the asking price speaks to the exemplary standard of the restoration.

Revival Cars boss, Max Revell, isn't the only high-profile champion of these cars. "They're fabulous," says Angus Watt, founder of Volkswagen and Porsche indie, Greatworth Classics. "Speak to any classic Porsche restorer and they'll say the same. Richard Tuthill, Andy Prill and the like, they all love the 912. I was at an industry dinner and found myself sitting next to a well-known Porsche restorer, who was on the receiving end of someone at the table suggesting the 912 is inferior to a same-age 911. I'll never forget the reply, which amounted to a challenge along the lines of 'if you and your 911 can catch me in my 912, I'll give you the car'. It was a brilliant comeback and goes to show how capable these four-cylinder air-cooled Porsches really are."

Angus goes on to echo sentiment Max has been advocating for many years: an average driver (let's face it, this description applies to most of us) can push a 912 much harder than they can a same-age 911, certainly on public roads. "The 912 is so much better balanced. It doesn't want to 'swap ends' like a 911. The weight difference between these cars is significant, but the gearbox, flywheel and associated parts are in the same place. The rear cam boxes, cylinders and so on have been deleted, meaning all the weight is lost from the back, a bit like removing the storage top-box from a motorcycle. When you think about the weight of a car, in terms of handling, consideration should be given to where bulk resides. It's why fitting a flat-six to a 914 originally equipped with a four-cylinder engine is such a good idea — the extra weight of the six-pot lump is positioned

IF THE BUDGET STRETCHES...

in the middle of the car, meaning you really don't feel much of a difference to chassis dynamics when you're behind the wheel."

THE SIMPLE LIFE

Clearly, Angus and the Greatworth Classics team are big fans of flat-four-powered Porsches. "Upgrading to a flat-six is a tried and tested solution, a bit like going from a smaller-capacity motorbike engine to a more powerful unit. Considering the 912 and same-age 911 are virtually identical and share most of their parts, switching a 912 to a flat-six is the logical progression, but I'd recommend exercising restraint. People go overboard, fitting Boxster brakes, fuel injection instead of carburettors, various performance upgrades. My advice? Keep it simple. It's relatively straightforward to get 911 power out of a flat-four." If promotion to a flat-six is a must, the majority of units below 2.7 litres in displacement can be acquired relatively cheaply. There are plenty of them available, too, especially in the United States.

For those wanting to enjoy the ultimate in what the 912 platform has to offer, we recommend checking out the KAMManufaktur 912c. The 'c' stands for 'carbon', indicating the lightweight nature of this thorough reimagining of the four-cylinder air-cooled Porsche. Subscribers will know we've charted the evolution of the KAMM car since its inception, with Editor Furr recently taking to Hungarian national parks in charge of the company's second production car (pictured inset) after numerous turns in the KAMM development mule.

Available in either semi- or full-carbon (the latter weighing just 699kg), this is a pure, focused and unapologetically raw sports car, developing power knocking on the door of 200bhp from a re-engineered Porsche Type 616 flat-six. Semi-active electronically controlled suspension is a key feature, with the Budapest-based company recently announcing the availability of full-carbon wheels.

New for 2026 is KAMM's 912T, providing softened geometry and increased comfort, built for long-distance drives, but not losing the sporty nature of the parent model. Essentially, this is KAMM's pitch for a touring version of the 912c and should appeal to those who love the idea of a super-focused 912, but would like to be able to use the car in all environments for long periods. Available to order at a fraction of the price of a 911 restomod from the usual suspects, a 912c in any guise is one of the scene's best buys. ●

Right KAMM 912c is one of the most enjoyable ways to experience a retro Porsche, placing modern engineering and materials in a classic package

FROM £45k

993 CARRERA

In many respects, the 993 was born out of disappointment. Specifically, Porsche's disappointment with the 964, which had been compromised from the very start thanks to joint tangent development with the stillborn 989 twin-turbocharged supercar, which would have sat above the 911 range, had it reached series production. Influenced by the 959, the 989 swallowed Porsche's vehicle development budgets and, when canned, left very little for the 964.

This was the inward-looking environment superstar engineer, Ulrich Bez, found after returning to Porsche in 1988, when he was appointed head of the company's research and development division, as well as its motorsport department. There wasn't much he could do about the 964, which had already been signed off, but he could look beyond it and to the next 911 cycle, if indeed there was to be one. Sounds familiar, doesn't it?

Bez had plans to turn things around. Indeed, he can take more or less all the credit for the 993's dynamic agility and its driving interaction. To get to the nitty gritty of Bez's (and other factory executives) disappointment with the 964, it's possible to isolate one fundamental element: the suspension. Chiefly, there was huge dissatisfaction with the adoption of McPherson struts at the rear of the 911, a solution that just didn't cut it, certainly as far as Bez was concerned. On the topic, this is what he had to say to us at the time of the 993's launch: "I was determined to drive a variety of 964s in our biggest export markets to find out just what major problems there were with the product. When I took an example from our US importer and put some miles on it, the sort of driving an owner might ordinarily do, I was totally horrified by the commotion from the back axle. It thumped and banged over minor road imperfections and had a very lumpy ride. I could hardly hear the stereo or use the integrated car phone."

Damning feedback. Off the back of this and other perceived 964 failings, Bez instructed and launched an internal investigation to define and quantify *Porscheness* (as it quickly became known). Another factory veteran, Peter Falk (whose resume includes the 917 and the 956/962, not forgetting Paris-Dakar Rally success with the 959), collaborated to produce a twenty-page document offering the definition of *Porscheness*. Central to the study was one word: agility.

Taking the classic double-wishbone design as its starting point, Porsche developed the idea by adding an extra stabilising link aft of the rear lower wishbone, thereby forming what was billed as the Lightweight, Stable, Agile (LSA) axle. All the light alloy suspension arms are bushed to provide self-steering properties akin to the 'Weissach' rear axle first seen on the 928. Under cornering loads, the outside wheel geometry changes to provide greater stability under high lateral loads and rapid direction changes. The finished assembly was something of a work of aluminium art. So, then. The ultimate expression of the air-cooled 911. And with many enthusiasts priced out of the 964 market, eyes are now on an imminent explosion in the values of base-model 993s. Get in there quick. ●

Above We're on the cusp of a 993 price hike due to renewed interest in the model as a consequence of 964 ownership being an expensive pursuit

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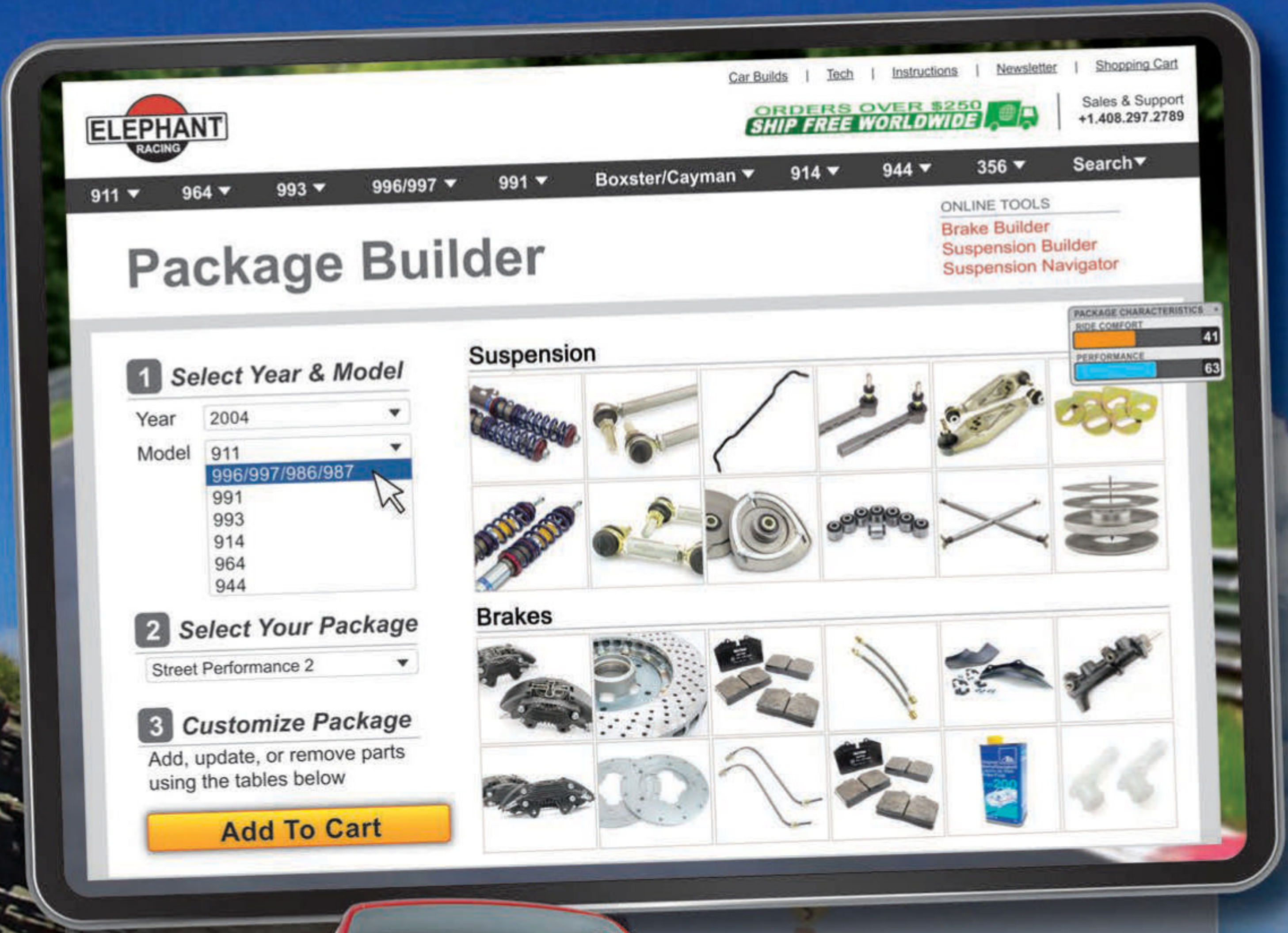

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996 TURBO

More than twenty-five years have passed since the 996 debuted, yet talk of the model's radical departure from previous 911 architecture fails to quell. Arguments for and against the first water-cooled Neunelfer rage on, but whichever side of the fence you find yourself sitting, there can be no doubt regarding the merits of the 996 Turbo, a model respected as one of the best production sports car of its era.

Equipped with four-wheel drive and a 3.6-litre, twin-turbocharged, dry sumped, water-cooled flat-six, the 996 Turbo is no slouch, but where previous turbocharged 911s were considered aggressive, the 996 Turbo feels altogether more refined. Yes, you get 414bhp and 415lb-ft on tap, and anyone thinking about buying a 996 Turbo will almost certainly be aware of the fact this particular boosted Porsche makes use of a flat-six with a direct link to Porsche's GT1 racing programme, but with the arrival of the 911 GT3, the 996 Turbo felt more of a grand tourer in stock trim, even if it was capable of delivering monstrous pace.

Emphasising the 996 Turbo's superb cruising potential, the model was offered with either a six-speed manual or a five-speed Tiptronic transmission. Both options proved popular, meaning it's worth holding out for the right car — there are plenty of available examples to choose from. Those of you able to exercise patience may even be rewarded with the opportunity to buy a 996 Turbo kitted out with Porsche's desirable X50 performance package, comprising large K24 turbochargers, updated ECU software, revised intercoolers and a strengthened gearbox. Introduced in 2002, the X50 option bumped power to 444bhp.

Eighteen months later, 911 fans looking for a combination of a turbocharged flat-six and open-air motoring were offered the 996 Turbo Cabriolet. The first model of its kind since the 964 Turbo Cabriolet in 1989, the newer 911 proved to be a big hit, encouraging Porsche to release the

Above Klinsmann held out for a 996 Turbo in exacting specification, resulting in ownership of a force-fed 911 boasting super-rare specification without breaking the bank

Right X50 Powerkit delivers a useful hike in horsepower, as well as many hidden mechanical upgrades

Turbo S in both coupe and cabriolet formats for the 996's final stint of production. More or less a 996 Turbo with an X50 performance package as standard, the Turbo S featured upgraded audio gear, model-specific cabin trim and super-effective (and expensive) Porsche Ceramic Composite Brakes (PCCB).

END OF AN ERROR

Unlike earlier and later force-fed 911s, the 996 Turbo represents something of a bargain on today's used car market, arguably as a result of negative press concerning the 996 Carrera's mechanical robustness. Tarring the Turbo with the same brush is a mistake, but one which has kept ownership of a 911 equipped with forced induction accessible to those working with a modest budget — a Tiptronic 996 Turbo Cabriolet can be yours for less than thirty grand. That's a huge amount of Porsche for the money. Our resident 'man on the market', Karl Meyer, alludes to this in his regular guest column, featured earlier in this magazine.

The 996 Turbo really is very undervalued right now, but we're not convinced prices will stay this low for much longer. Put it this way, the 997 Turbo is essentially the same car with a facelift, but commands significantly more cash. With a fresh generation of 911 enthusiasts entering the market and citing the 996 as the poster car marking their formative years, it stands to reason values across the board are set to rise. And with many of these drivers considering the 911 Turbo as cream of the crop, demand is sure to strengthen throughout the coming year.

Proof of the pudding can be seen with the gorgeous Midnight Blue Metallic 996 Turbo on these pages. Owned by Maltese recording artist and music producer, Klinsmann, and due be showcased in a forthcoming issue of *911 & Porsche World*, it's a 996 he hankered after for some time. Little wonder — the car is equipped with the aforementioned X50 Powerkit, factory Aerokit, colour-coded hardback sport seats and BOSE audio equipment. In fact, this is thought to be one of only a handful of 996 Turbos with X50, a six-speed manual gearbox, Graphite Grey leather and Midnight Blue paintwork, and is likely the only example configured with right-hand drive.

X50 or otherwise, the 996 Turbo represents a huge amount of Porsche for the money. Granted, there are those who just can't get past the look of this-generation 911's headlights, but those who 'get it' are more than happy to take advantage of what is roundly one of the Porsche scene's best buys. ●

FROM £150k

CAYENNE TE-H WITH GTP

Ah, the clunkily named Cayenne Turbo E-Hybrid Coupe with GT Package, one of Editor Furr's favourite new Porsches. It uses the Turbo E-Hybrid as its source, but doesn't add any extra power. Then again, why would the GT Package need it? Believe it or not, there has been only one road-going production Porsche powered by an internal combustion engine with higher bhp than the new flagship Cayenne: 2013's astonishing 918 Spyder. You'll recall this was a PHEV to boot.

Yes, somewhat outrageously, what you're looking at with *any* Cayenne Turbo E-Hybrid is a system offering maximum power output on the far side of 700bhp. A jaw-dropping 729bhp, in fact. At 701lb-ft, the torque to go with it is equally monstrous. Performance is, as you would expect, exceptional. Specifically, the dash to 62mph from a standing start takes just 3.7 seconds. Top speed is 183mph. Consider the Turbo E-Hybrid Coupe tips scales at a chunky 2,670kg. In its seventy-five-year-plus history, Porsche hasn't made a road-going vehicle so heavy. This is a company whose name appeared on tractors in the 1950s, don't forget.

This is where the GT Package comes in. Effectively, it strips out weight. Only available with the Coupe body style, it takes a significant hundred kilograms from the kerb weight of the Turbo E-Hybrid Coupe through a raft of measures, including replacing the standard-fit panoramic glass roof with a carbon-fibre panel. Porsche Ceramic Composite Brakes (PCCB) feature, as does a lithium-ion twelve-volt battery in place of the usual lead-acid affair.

This Cayenne doesn't half look familiar to anyone lusting after the now departed Turbo GT (discontinued outside the US on the grounds of emissions). The Turbo E-Hybrid with GT Package not only has the same carbon-fibre roof and PCCB kit, but also the Turbo GT's fixed spoiler, positioned at the top of the rear screen, complementing the automatically operated spoiler on the Coupe's hatch. The same attractive twenty-two-inch

Above An absolute powerhouse of performance, the Cayenne Turbo E-Hybrid with GT Package is brutal on the road, with a soundtrack to match

PORSCHE
RX25 YHR

Right Lavishly trimmed in Alcantara, this Cayenne is as comfortable and as luxurious as it is blisteringly quick

alloy wheels (which can be painted in colours contrasting the body and to match an optional set of stripes along the bottom of the doors) are also present. Additionally, the Turbo E-Hybrid with GT Package boasts the Turbo GT's two central oval exhaust pipes, as well as titanium pipework.

WICKED WORKAROUND

In short, this is the only way Porsche can continue selling the Turbo GT in markets the model has been outlawed. In our earlier review of the controversial Cayenne, we applauded the four-litre V8, the model's strident styling and its focus on driving thrills above all other considerations, which was especially welcome in an age demanding exhaust emissions are cut further. With this in mind, we inevitably end up comparing the Turbo E-Hybrid Coupe with GT Package with the Turbo GT. What we conclude is somewhat less than flattering to the newbie.

In the game of statistical *Top Trumps*, the PHEV has significant advantages on power (98bhp) and torque (74lb-ft), but the telling number is the time it takes to race from rest to 62mph. While the GT Package's lower kerb weight trims a tenth from the standard Turbo E-Hybrid's record in the same test, 3.6 seconds pales in comparison to the Turbo GT's fiery 3.3-second abilities. This comes down to bulk. Despite the weight-saving measures we've namechecked, the Turbo E-Hybrid with GT Package is 275 kilograms heavier than the Turbo GT. A considerable sum. The weight of a sizable motorcycle, in fact. Presumably, this is why Porsche chose to name this flavour Cayenne the Turbo E-Hybrid Coupe with GT Package, rather than simply referring to it as the Turbo E-Hybrid GT. An important distinction of nomenclature is at play.

Much of what the GT Package does, of course, is magnificent. This Porsche is blessed with some of the best steering you'll find in the modern age, irrespective of whether the host vehicle is an SUV. And with its mammoth road-roller rubber, there's grip for years. Yet, when the tyres do let go, the Turbo E-Hybrid Coupe with GT Package feels the most playful and faithfully adjustable of the entire Cayenne PHEV range. It also limits body roll, pitch and dive beautifully, which is impressive, considering the forces required to keep the significant mass in check. Whether munching motorway miles or cruising city streets, this is doubtless an awesome Porsche. The soundtrack is immense and comfort is off the charts. Effortlessly powerful and effortlessly cool, but also effortlessly pricey. ●

FROM £15k

968 CABRIOLET

Ask one of your mates to bring to mind a model from Porsche's transaxle family of products, and they'll most likely think of a 944 or a 928. They might even visualise a 924, but they're unlikely to picture the 968. In part, this is due to the fact that so few 968s were assembled, but it's also because there's every chance those unfamiliar with Porsche's legacy products (beyond the 911) will incorrectly identify a 968 as a 944. Which in a way, it is.

You see, the 968 was intended to be launched as the 944 S3, the ultimate iteration of the best-selling Porsche product prior to the arrival of the Boxster, but thanks to the high number of replaced or re-engineered parts applied to the new car by Porsche's chief designer, Harm Lagaaij, the final evolution of the four-cylinder, rear-wheel-drive, front-engined, water-cooled Porsche product line was deserving of its own name, hence 968.

This 'new transaxle for a new era' had difficulty being viewed as anything other than a 'not particularly new transaxle for a new era' due to it being obviously related to the 944 and the narrow-bodied 924 beforehand, yet the 968 had much in common with the 928 S4, including always visible headlamps and wraparound rear taillights. Moreover, the 968 ushered in looks to be inherited by the 993. This was no coincidence — Lagaaij developed a common design language for Porsche's model range, bringing the 911, 928 and 968 together as a family of products with front-ends mirroring the look of the technological *tour de force* that was the 959. This approach was in contrast to promoting different models with few shared features, which had become tradition at Porsche, much to the detriment of the company's balance sheet as the 1990s drew near, when manufacturing costs were spiralling and sales were slumping.

Like the 944 before it, the 968 was available in hard-top and cabriolet formats. It was offered with a far greater selection of interior and exterior colour schemes than its predecessor, as well as an updated version of the 944 S2's three-litre inline-four, now delivering almost 240bhp free of forced induction and making use of Porsche's then new Variocam variable valve timing technology. If there's a positive to be drawn out of the 968's apparent anonymity outside the Porsche enthusiast scene, it's how the model's value on the used car market has remained pleasingly low. Even a top-flight, immaculately presented 968 Club Sport is likely to cost less than a rusty 911 SC in need of an engine rebuild and a retrim. The flip side of the same coin, of course, is that there aren't as many 968s to choose from as one might like (fewer than thirteen thousand examples of all variants were manufactured for worldwide distribution), but consider the fact the base 968 Cabriolet is currently hovering around the fifteen grand mark, and the fact there are no mechanical differences between any 968 production models, whether base, Sport or Club Sport (variations being limited to suspension and electrics). It becomes immediately clear the 968 offers massive bang for your buck. ●

Above This Mint Green 968 Cabrio was lovingly detailed by Simon Walters at Cambridge Concours before Editor Furr decided to cover it in dirt. Sorry, Simon.

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986 BOXSTER

Introduced at the back end of 1996, the Boxster range marked a radical change in direction for Porsche sports car production, as well as a positive boost for the manufacturer's fortunes, which were verging on bankruptcy as the 1990s got underway. Threats to the dominance of European brands in the compact sports car sector were coming thick and fast from The Land of the Rising Sun. Honda, Toyota and Mazda were chief among the invaders, the latter's MX-5 going on to become the best-selling two-seat convertible sports car in history. Porsche's product line was looking dated, not only from an aesthetic perspective, but also technologically — increasingly strict emissions legislation in Europe and North America meant continued production of air-cooled engines was no longer viable.

Ironically, a classic Porsche provided the blueprint for brand's life-saving output. Launched in 1969 as a replacement for the 912, the square-edged 914 roadster looked completely at odds with the curvaceous 911, yet the 914's amazing chassis dynamics and cute character scored Porsche almost 119,000 sales during a seven-year production cycle. A winning formula for the aforementioned Japanese car makers, the mid-engine, rear-wheel drive, two-seat layout remained absent from Porsche's product line since discontinuation of the 914 in 1976. The Boxster brought it back with a bang.

The first Boxsters were launched with 2.5-litre M96 water-cooled flat-sixes in 1996, before a hike to 2.7 litres of displacement in 1999 and the accompanying introduction of the 3.2-litre Boxster S, taking power closer to 250bhp and the sprint to 60mph from rest despatched in 5.9 seconds (if opting for a manual cog swapper). The 986 line-up received a welcome facelift in 2002, with new airflow equipment propelling the range-topping S triumphantly toward the 260bhp mark. This variant is seen by many marque enthusiasts as the sweet spot in the 986 Boxster range. Blighted by exaggerated claims of unexpected

Above 986 Boxster ownership gives Porsche enthusiasts access to a wide range of activities, including motorsport

IF THE BUDGET STRETCHES...

Right 924 Turbo is a very different Porsche, but one worth considering if you're looking for something other than a 911

engine failure, the 986 (and the 996-generation 911, which was developed alongside the Boxster) can be bought at low price in the current climate, making a superbly maintained example a bargain buy.

Of course, you can pick up an early 2.5-litre 986 Boxster for less than five grand, but that doesn't automatically make it a good buy. Budget double that sum for a really good example, and three times that figure for a low-mileage, well-specified 986 Boxster S.

First-generation Boxsters are brilliantly balanced cars, which is why they've proved so popular in club motorsport. There's even a one-make Porsche Club Motorsport championship for owners to participate in. These cars are also excellent platforms for tuning projects, with chassis and ECU upgrades turning an already lively Porsche into a much more powerful pocket rocket. It's difficult to see what other premium sports car offers so much fun on four wheels for such little financial outlay. Well, apart from the 924 Turbo, which is worth investigating if you like your Porsches a little older, turbocharged and four-cylindered.

If you're concerned the standard 986 is too much of a mass-produced car for your tastes, reflect on the fact base-model production totalled 57,314 units between 1996 and 2004. Compare this with, say, the 964-generation 911, of which 66,571 were manufactured over five years. It's also worth noting more 986s were built in Finland than Germany — while there are arguments claiming one factory did a better job than the other, in truth, twenty-five years on, there's no clear verdict. How do you tell where yours was made? Cars constructed at Uusikaupunki have the letter U as the eleventh character of their VIN number. So now you know.

Contrary to popular belief, high mileage isn't cause for complaint when it comes to Boxsters. Providing the car has been properly maintained, there's every chance a 986 with a high scoreboard will be in the same overall condition as one with an attractively low number displayed on its odometer. That said, 986 seats can suffer bolster wear on high-mileage vehicles. Check to make sure claimed mileage of the car ties in with the state of its upholstery.

Examine carpets, door cards, side panels, the centre console and foot wells for evidence of water ingress. When buying a Boxster, it's better to be safe than sorry. Even so, all 986s are brilliantly chuckable cars and their small size makes them ideal for fun on twisty backroads, where you can position well on corners. ●

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FROM £12k

987 CAYMAN

As we've highlighted across numerous issues of this magazine, the Boxster/Cayman platform offers superb chassis dynamics from the mid-engined layout Porsche used to massive success at the racetrack across many decades. In fact, the very first car manufactured by Porsche, 356-001, was mid-engined, though the format didn't reach the manufacturer's assembly line on a grand scale until launch of the 914 in 1969. Expiring with arrival of the 924 — the transition interrupted by the brief Stateside re-appearance of the 912, albeit under 'impact bumper' and fuel injection status — the two-seater roadster was a runaway success, going on to become the most popular Porsche product prior to introduction of the 944, which is why we're baffled to understand why it took Porsche so long to revisit the format.

The resulting 986 Boxster joined forces with the later Cayenne to save Porsche's bacon at a time the brand's coffers were looking decidedly empty. What about putting a lid on the car? Literally? Enter the 987 Cayman, hitting dealer showrooms in 2005.

Unlike today's Porsche product landscape, where the 718 Cayman is permitted to challenge the 911's supremacy at the top of Zuffenhausen's pecking order, the 987 Cayman was kept firmly in its place, despite being powered by a variant of the very same flat-six in the corresponding 911. Even in 987 Cayman S Sport and R guise, which can be seen as the genesis of the GT4 line, chassis equipment was configured to not threaten the 911's dominance. This would continue, even with the much later 981 GT4, a bona fide GT3 killer if let off the leash with motorsport-specification adjustable chassis kit.

Thankfully, retro-fitting parts (to give the 987 Cayman a chance at demonstrating performance Porsche was reluctant for it to exhibit) is commonplace today. Add to this the variety of engine remanufacturing packages from M96/M97 flat-six specialist, Hartech, and it quickly becomes apparent a factory 987, even in top specification, is really only the starting point.

Take the 987 Cayman S, for example. As standard, the car makes use of a 3.4-litre flat-six, the same capacity afforded to the 996 Carrera on model launch. Hartech's programme of oversizing M96 and M97 engines takes this unit to 3.9 litres, delivering improvements in both mid-range and top-end horsepower and torque, therefore improving acceleration, drivability and general performance far more impressively than most conventional tuning can achieve. All this without over-straining the engine and at modest cost, certainly if you're considering or need a rebuild of your Cayman's engine. As part of Hartech's Eco-Power remanufacturing service, the resulting revised flat-six will deliver better fuel economy, too.

We've tested a variety of Hartech oversized engines in short-stroke and long-stroke guise, with capacities from 3.2 (standard rebuild) to 4.2 litres. Make no mistake, this is the best upgrade for a 987 Cayman. ●

Above Already an impressive sports car, the reasonably priced 987 Cayman can be radically improved with an oversized engine from Hartech

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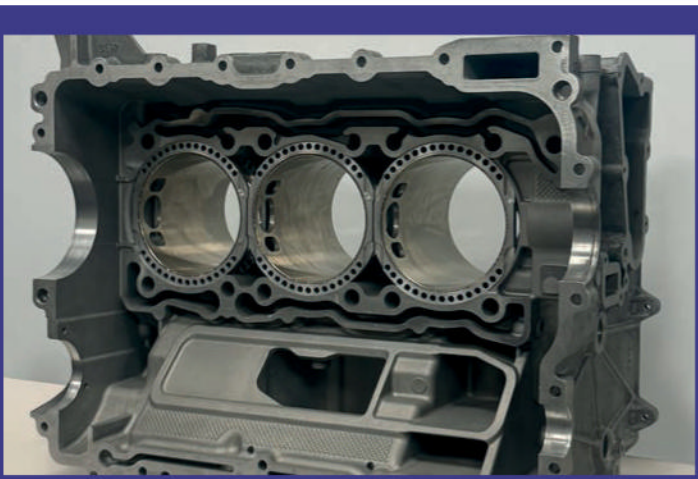

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944 TURBO

The 944 Turbo was launched with a turbocharged and intercooled version of Porsche's trusted 2.5-litre eight-valve water-cooled inline-four. Ground-breaking in many ways, the model was the first car to make the same power with and without a catalyst. Forged internals, ceramic cylinder head port liners (one of many upgrades thrown at the M44/51 engine to cope with the Turbo's increased operating temperatures, extra power and harder service life), an uprated transmission with altered final drive, a dedicated oil cooler for the gearbox, stiffer suspension, four-piston Brembo anchors borrowed from the 911 Turbo (930) and the option of a limited-slip differential (as part of an M030 cost-option upgrade adding Koni dampers) formed part of the package. The most obvious difference from the standard 944, however, was the Turbo's appearance. The muscular haunches of the standard model remained, but the Turbo was treated to improved aerodynamics, including lower rear spoilers and model-specific body-integrated bumpers. At the nose lived the widest indicator lenses of any production car. In the cabin, the then new 'oval' dashboard, which still looks great today, reminded buyers just how dated the nat-asp 944's design had become.

The 944 boasted near 50/50 nose-to-tail weight distribution thanks to the front-engine, rear-transaxle layout, which afforded the model superior handling. Moreover, the Turbo's torquey lump and punchy K26 turbocharger combined to outstrip the Carrera 3.2's performance credentials by contributing to top speed of 152mph and swifter acceleration, allowing the dash to 60mph from rest to be completed in just 6.1 seconds. Better fuel consumption also proved attractive to Porsche showroom visitors, who were excited by the promise of 220bhp and 244lb-ft torque. Compared to the standard 944, the Turbo was a monster. In fact, in a series of memorable advertisements, Porsche sought to demonstrate how far removed the Turbo was from the standard model by not only highlighting

Above Whether four- or eight-cylinder, Porsche's transaxle line presents everyday usability by way of superior chassis dynamics and a rear hatchback

Right Despite being launched in 1985, the 944 Turbo looks great, even by today's design standards

the Turbo's links to the brand's Le Mans racers, but also to showcase the high number of components manufactured specifically for Turbo production. Later, when forced to work with a modest budget, but looking to give its transaxle family of cars a refresh, Porsche carried the Turbo's interior and exterior styling over to the entire 944 range, which was treated to an updated M44 engine with displacement increased to three litres. At the time, this was the world's biggest-capacity four-cylinder production engine. The big news that year, however, wasn't the re-branding of the normally aspirated 944 as the 944 S2, nor was it the introduction of a Cabriolet to the 944 line-up for the first time. No, headlines were reserved for launch of the Turbo S.

Retaining capacity of 2.5 litres, but producing 250bhp and 258lb-ft torque, the limited-run model was the most powerful road-going 944 yet. Not only did it feature a bigger turbocharger than the first-generation 944 Turbo, it also included the M030 package as standard, bringing a limited-slip differential, Koni shocks and bigger brakes to the party. The front struts featured height adjustment, anti-roll bars were beefed-up and chassis stiffening was introduced to the nose-end frame rails. Sixteen-inch flat-faced Fuchs were introduced. Nine inches of width at the rear necessitated arch rolling. Passenger and driver airbags were installed as standard.

Unfortunately, while the Turbo S was the most impressive 944 yet, it was also the most expensive, emptying wallets for DM99,800. Fortunately, patient Porschephiles could rejoice in the fact the S designation was dropped a year after launch and the model's overall specification became standard equipment for the Turbo thereafter.

Tom Vagi, founder of Seacoast Specialist Cars in New Hampshire (*sscarsnh.com*), reckons the 944 Turbo is one of the Porsche scene's best buys. "These engines will last hundreds of thousands of miles if properly looked after," he insists. "Good service history is key, as is good bodywork. Prices are more than reasonable right now. If you're feeling flush, you can secure ownership of the very best of breed for forty grand." Less than the cost of a Carrera 3.2, but edging into 968 Club Sport territory.

"In my opinion, the 944 S2, 944 Turbo and 968 are the best-value Porsches available," Tom adds. Agreeing with him is Stuart Moore, owner of the white 944 Turbo featured on these pages. It's a car we'll be showcasing in a coming issue of *911 & Porsche World*, suffice to say this is a Porsche making a strong argument for the perfect balance of performance, practicality and a pleasing price point. If only there were enough to go around. ●

FROM £15k

996 CARRERA

None of you will be shocked to learn we've included the 996 Carrera in our list of 2026's best buys, with prices for this entry point to 911 ownership remaining criminally low. What you might be surprised at, however, is how excellent examples of the breed are now challenging 996 Turbo prices. Yes, unusual specification or super-low mileage 996 Carreras are nudging thirty grand, which isn't something the majority of Porsche enthusiasts would have predicted until relatively recently, if at all. Now is the time to get in on the act, then, especially if you're looking for a modern, comfortable, reliable and stylish 911 cheap enough warrant daily use without fear or major depreciation.

The easiest way to separate the rough from the smooth is to invest in a pre-purchase inspection from a trusted independent Porsche specialist familiar with these cars. We recommend this over instructing an official Porsche Centre to carry out a dealer-special 111-point check, which is really only a probe of mechanicals. Besides, due to their low value, how many 996s are serviced at main dealers these days? The depth of knowledge an indie will offer is likely to provide far more insight relating to every aspect of the car, from bodywork to engine, electrics, chassis and interior. You'll also want a borescope inspection carried out to ensure the absence of bore score, a common fault on early water-cooled 911 and Boxster engines. Expect to pay between £300 and £500. If you've raised an eyebrow, consider the fact this spend could save you a fortune in the long run.

Don't feel pressured into buying any particular 996 Carrera. The massive success of the model means there is no shortage of examples to choose from, allowing you to take your time finding a car matching not only your available budget, but also your preferences in specification, including colour and trim level. Budget fifteen grand upward for a good car, but aim to spend the most you can afford — the low-mileage car pictured here (and on the cover of this magazine) is an early throttle cable Carrera (as opposed to drive by wire), features a factory optioned limited-slip differential, M030 suspension equipment and stunning Ocean Jade paintwork, perfectly complemented by those 'fried eggs'. With just seventy-one thousand miles from new and featuring the rare 014 Sports Package (bringing wider-than-standard hardback sport seats and bigger brakes), this is an absolute peach of a 996 and is available direct from *911 & Porsche World* contributor Karl Meyer. At thirty grand, it's at the upper end of the Carrera price spectrum, but even this is far from the most expensive base 996 out there right now, with even greater sums commanded for the 4S, essentially a Turbo without a turbo and lacking intake ducts in the rear quarters.

As mentioned elsewhere in this article, fresh appreciation for the 996 has seen a hike in popularity from a new demographic of buyer keen to get a foothold on the 996 ladder through choice, rather than necessity as a consequence of limited budget. ●

Above Find us a better-looking 996 Carrera. We'll wait.

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TAYCAN

We can hear the sound of magazines being thrown across living rooms. A Taycan? In a round-up of the Porsche scene's best buys? Well, yes. And with good reason. For those of you making it this far, hear us out.

There's no denying the massive depreciation suffered by EVs in the performance sector. It's a fact making no sense to ignore. That said, at £88,200, a brand-new base-model Taycan is a huge amount of Porsche for the money. Editor Furr recently drove exactly this flavour Taycan (entry-level, no individual equipment) from Porsche's base in the UK to the Nürburgring in Germany via Cologne and, without driving particularly conservatively, and with air-conditioning running the whole time, had to stop to charge for just seven minutes en route in order to ensure eighty percent battery when arriving at the Green Hell. That's amazing economy and, as far as evolution of Porsche's EV proposition is concerned, a real eye-opener.

As intimated, unless you're buying and registering through a company, depreciation is likely a concern on a new electric Porsche, which is why we encourage you to look at the main dealer network's range (no pun intended) of pre-loved Taycans. At the time of writing, a flick through the available UK Porsche Centre stock listed at *porsche.com* returns cars as low as £42,000. This for a Gentian Blue Metallic Taycan 4S propelled by a 390kW (near 530bhp) all-wheel drive powertrain. Having covered twenty-five thousand miles at the hands of just two previous owners, this Pano-roofed sports EV is amazing value for money.

£42,900 gets you a black 2022 base model with just 37,269 miles on the clock. Returning power of 300kW (circa 408bhp), range of 270 miles and with just two previous owners, this is a car offered with Porsche Warranty, as well as the assurance of buying from an official Porsche Centre. There's no other way of looking at it other than to recognise a bargain when you see one.

Above Taycans are available in saloon and 'estate' body styles, although boot space isn't as generous as you might think when looking at the car's exterior proportions

PORSCHE
Taycan 4S
RX71 ZZA

Right Executive transport doesn't get much better, allowing drivers to cover huge distance without feeling fatigue and knowing they're not spending big cash at fuel filling stations

And this isn't a one-off. Indeed, we counted forty-five Taycans at Porsche Centres being advertised at sub-£50k, with the most expensive of the bunch being a 420kW (571bhp) Volcano Grey Metallic 4S. One previous owner, 22,803 miles, overboost with launch control, Porsche Warranty and Crayon leather makes for a very tempting purchase. "What about when the battery goes wrong?" Porsche's High-Voltage Battery Warranty covers each of its EVs for eight years or a hundred thousand miles, whichever comes first. You can sleep easy, friends.

THE PRICE IS RIGHT

The thing to consider is how the bulk of depreciation has already been observed by these cars. We're not about to tell you a Porsche EV is an amazing investment opportunity, but if you're in the market for a 'go anywhere, do anything' modern Porsche, and if your budget is hovering around the forty to fifty grand mark, the Taycan is a no-brainer. Ideal as a family car, loaded to the hilt with comfort equipment (even in base specification) and far more powerful than most other cars at this price point, this is a Porsche you'd be buying for approximately half its retail price when new, and yet, you could be driving home in a P-car only just past its third birthday. Spend a little more (between £50,000 and £55,000) and mileage drops to the low teens. The cars are newer (up to MY2024) and the paintwork more exclusive (Frozen Berry Metallic, anyone?). And this is to say nothing of what's available outside the Porsche Centre network, where bigger bargains can be had, certainly for those keen on higher specification at the expense of distance covered.

This is a point worth noting. The high number of used Taycans available makes this a buyer's market. Even at Porsche Centres, there are deals to be done. Just because the price tag indicates the Centre Principal wants forty-five grand doesn't mean this is what they're going to get. Don't be afraid to haggle. In stark contrast to many other scenarios leading to acquisition of a Porsche, you, the buyer, have the upper hand.

What a fabulous position to be in. We've driven every flavour Taycan manufactured to date, from the earliest to the newest, often involving long-term tests taking us all over mainland Europe. Despite the reputation of EVs as being a great way to lose your cash, our advice is to buy used, buy smart and buy Porsche, complete with warranty. Use the Porsche charging network and you'll take advantage of rock-bottom charging prices, too. ●

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HOLY TRINITY

With a 987 Cayman S Black Edition and 718 Cayman S to his name, Nick Evans is now enjoying seat time in a 981 Cayman GTS, but for how long?

Words **Dan Furr** Photography **Dan Sherwood**

Back in May, I received correspondence from *911 & Porsche World* reader, Nick Evans, who was responding to an invitation I published welcoming readers of this magazine to get in touch if they fancied seeing their Porsche in print. “I wonder if you’d be interested in featuring my 2011 987 Cayman S Black Edition?” he asked. Considering we were at the height of the Cayman’s twentieth anniversary celebrations, and knowing this model variant is a highlight of the 987 line-up, I wasted no time in confirming my enthusiasm for pointing cameras at his car.

GTS IS A PLAY ON TOURING SPECIFICATION, WHICH IS LARGELY WHAT PORSCHE SOUGHT TO ACHIEVE WITH THE 987 S BLACK EDITION

Just four days after Nick’s initial enquiry, he dropped me an email to thank me for agreeing to showcase his Porsche in these pages. There was only one snag. “Thanks for getting back to me, but as luck would have it, I sold the car at the weekend.” Drat. “I’m now between Porsches, but Charlie Woodridge, proprietor of marque specialist, William Francis, is doing his best to find my next chariot.” I wished Nick the best of luck with his search for a replacement Porsche, signing off with an invite to reach out if the car he ended up buying was as feature-worthy as the Black Edition.

In truth, I recognised it probably would be — as regular readers will know, William Francis sales cars are of the highest standard, whether air-cooled, water-cooled, 911, Cayman, Boxster or otherwise. Nick landing on his feet with a peach of a Porsche was a safe bet.

This guy moves fast. Within twenty-four hours of my best wishes, Nick emailed again, this time to tell me Charlie had sourced and supplied him with a beautifully specified 981 Cayman GTS. By now, I realised there was no time to waste and despatched mag’ ‘tog, Dan Sherwood, to shoot the car before it disappeared. After all, Nick was already talking about setting his sights on ownership of a first-generation 991.

As it happens, he has yet to sample time in charge of a 911, instead exploring standout models in the Cayman range — the 987 S Black Edition followed ownership of a brand-new 718 S. “I bought the 718 from Porsche Centre Colchester just before the pandemic,” he recalls. Used as a dealership demonstrator prior to being sold into private ownership, this mid-engined marvel could easily have been mistaken for a GTS. “Specification was through the roof,” Nick continues. “Carmine Red paintwork, cost-option wheels, plus the kind of interior one would expect from a GTS, including colour-coded double stitching, swathes of Alcantara and carbon-fibre trim.” The jury’s out on whether the car was configured to wow prospective Porsche purchasers, but it certainly had this effect on Nick. Unfortunately, due to lockdowns imposed as a consequence of COVID-19, he had little chance to enjoy his new toy, but somewhat charitably, Porsche Centre Colchester agreed to take the car back for pretty much what Nick paid for it.

“I’ve always enjoyed mid-engined cars,” he tells us, answering a question we’ve yet to ask about his fascination with Caymans. Turns out, he’s a Lotus fanatic with a passion for Hethel’s Europa. We’ve lost track of the number of Porsche owners who’ve told us they also have a love of cars from Colin Chapman’s stable. Even some of our commercial partners promote Chapman’s mantra of “simplify, then add lightness” to their advertising literature, despite catering exclusively for Porschephiles.

In a former life, Nick served as assistant editor of *Component Car* magazine, focusing on kit cars. “I built a few,” he explains. “All mid-engined. You just can’t beat the chassis dynamics.” In 2017, an article focusing on this time of his life featured in *Total Kit Car* magazine, outlining projects as varied as mating a Europa Engineering Renault NG3 transaxle and Ford Sierra Sapphire RS Cosworth four-wheel drive differential to a Vauxhall C20XE two-litre ‘Red Top’ inline-four and adding Jenvey throttle bodies. Clearly, this isn’t someone afraid to get his hands dirty.

“I spent a lot of time lying on my garage floor working on Lotuses, primarily examples of the Europa and Elise, but I’m now in my sixties and cold concrete doesn’t hold much appeal. I decided to buy a modern mid-engined car I could tweak and tune, rather than restore, hence buying an S-specification 718, which was a great car, but I owned it for less than five months and really didn’t get an opportunity to properly put it to the test. Thing is, cars are in the blood — you yearn when you haven’t got one to toy with, but when you do have one as a plaything, you get frustrated at not being able to use it as much as you’d like.” I know exactly what he means.

The 987 presented itself as available

Facing page
981 GTS has dropped to a very reasonable price point and is the specification favoured by this magazine’s contributors

to purchase on eBay. "I like having lots of dashboard buttons at my disposal, even if I never use them," Nick laughs. "I recognised the Cayman R as being a go-to for many driving enthusiasts, but price and availability put me off the idea of buying one. I think I'd be too afraid to use an R the way the manufacturer intended." He's got a point. We've long hailed the 987 Cayman R as the blueprint for the hugely successful GT4 line, but with the R produced in limited numbers and values rising sharply in recent years, this oft-lurid-green coupe has fallen foul of becoming a collector car, meaning most owners are keen to protect their investment, rather than be willing the thrash the pants off it at every available opportunity, irrespective of the number of miles being added in the process.

Also, the nature of the R as a road-legal trackday toy means many examples of the breed lack the creature comforts most owners desire. Air-conditioning, for example, is absent in many cars, as is audio equipment. As disciples of the aforementioned Colin Chapman know only too well, the fastest, easiest and cheapest way to make a car quicker is to make it lighter. Dismissing air-con, audio equipment and other luxury equipment will shed significant weight from a sports car, which is all very well when chasing down lap times, but roasting alive isn't what most owners want from their Porsche.

Enter the Black Edition. Limited to five hundred units, this variant of the 987 Cayman S is essentially a comfort-spec version of the Cayman R, so much so the Black Edition carries a version of the R's tuned 3.4-litre flat-six, developing the same amount of torque (circa 275lb-ft), with only slightly less horsepower (down less than ten ponies on the R). Being a second-generation 987, this is a flat-six benefiting from direct injection.

Of equal interest to many Black Edition devotees is the model's use of Porsche Active Suspension Management (PASM), which wasn't an option on the Cayman R, even if showroom visitors were prepared to pay for it. The Black Edition is slightly heavier than the R, but throw in Sound Package Plus (comprising a 180-watt audio system blaring through nine speakers), air-conditioning and motors for an automatically extending rear spoiler (as opposed to the R's fixed aero kit), not to mention absence of the R's aluminium bonnet and doors, and it quickly becomes apparent why this might be, though in real-world

Below Luggage space front and back makes for an arguably more practical Porsche than a 911, despite the Cayman being a two-seater

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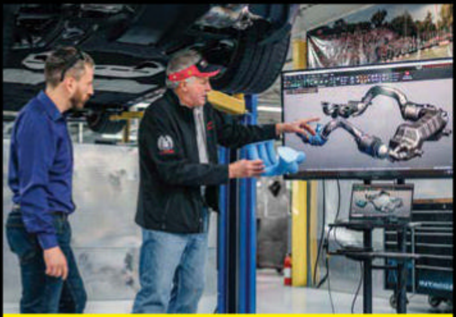
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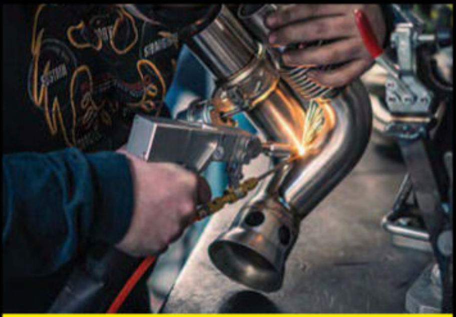
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driving environments, you're not going to notice the difference.

As the name suggests, the utterly awesome Black Edition was available only in black, with most of the model's incidental trim colour-coded accordingly. The included nineteen-inch Boxster Spyder wheels were black, the lush leather interior was black. Black over black over black. You get the idea. An individually numbered plaque on the glovebox indicated which of the five hundred cars you were sitting in.

So, then. A 987 Cayman R in touring specification? "I loved it," Nick grins, aware we're about to ask what possessed him to get rid of such a fantastic Porsche. "A previous owner had unwittingly fitted tyres much bigger than recommended specification, causing the fronts to foul the wheel arch liners on full lock. Lowered ride height didn't help matters. I commissioned Charlie to work through the car's suspension, renewing all bushes and other supporting componentry, including coffin arms and drop links. I also elected to invest in the last set of Öhlins coilovers for a 987 then in stock at the warehouse of independent Porsche parts retailer, Design 911." With correct-profile Michelins and bespoke geometry dialled-in, the result was a super-focused Black Edition capable of giving any Cayman R a run for its money.

Nick went on to strip the front-end of the car, before handing the bumper and other parts to a trusted local paint shop for a respray. He then reinstalled each item, resulting in a 987 looking just as good as it handled. Here comes the question — why part with such a fantastic Cayman, especially after carrying out all that work? "When the Öhlins dampers were being fitted to the car, Charlie was preparing this 981 Cayman GTS for a new owner, having just sold it through the William Francis website. I was stunned at how fantastic the Porsche looked." Charlie cottoned on to Nick's enthusiasm for the PDK-kitted car, hence reaching out a short while later with news it was once again for sale.

"The buyer decided he couldn't live with PDK and wanted to trade the

Above GTS is superb touring specification, ideal for long drives across Europe

55
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Cayman GTS
12:27

Above As a fan of rock band, Hawkwind, Nick is delighted to be in charge of his own *Silver Machine*

GTS back to William Francis, asking Charlie to source a manual 981 as a replacement. Someone he knew in a professional capacity was looking for a highly specific 987 Cayman for trackday work. My Black Edition, riding on fresh tyres and barely run-in Öhlins adjustable coilovers, was the perfect candidate, though Charlie stepped out of negotiations, allowing me to sell privately.”

This is an unusual move for a business concerning itself with Porsche sales, but it’s one touching on sentiment Nick is keen for me to share in this ‘best buys’ issue of *911 & Porsche World*. “Generally, when you buy from a main dealer, you’re very much a customer, nothing more,” he muses. “By this, I mean you’re showered with attention until the deal is done, and then the sales team moves on, repeating the cycle with someone else. In contrast, when you buy from an independent specialist, more often than not, you’re entering into a meaningful relationship with the potential to far outlast your time in charge of the car. Charlie could have easily suggested selling the Black Edition on my behalf, taking his slice of the pie in the process, but he didn’t. Instead, he put me in touch with the interested party and allowed the transaction to take place privately, for which I am very grateful.”

The deal was completed quickly, allowing Nick to secure custody of the GTS. “With a 718 S, 987 Black Edition and now a 981 GTS under my belt, I feel as though I’ve completed something akin to the Holy Trinity of Cayman ownership,” he laughs.

For most enthusiasts, GTS specification is the sweet spot for, well, *any* modern Porsche. For the Cayman and 911, it represents a kind of half-way house between each respective range’s S and GT outing, marrying the comfort equipment of the S with the motorsport leanings of a GT Porsche, without introducing elements drivers might find uncompromising, such as super-firm suspension, interior scaffolding or seats requiring something akin to a military operation to climb into. GTS is essentially a play on touring specification, which is largely what Porsche sought to achieve with the 987 S Black Edition when pitching it against the more hardcore R.

THE GIANT APERTURES IN THE FRONT BUMPERS OF MODERN PORSCHES ARE MAGNETS FOR LEAVES, DIRT AND, WORSE, FLYING STONES

While the interior of Nick’s 981 presents an interior ideal for both the occasional track outing and regular road use, the car’s exterior fails to suggest anything other than a nicely presented 981. “I don’t like my cars to stand out like a sore thumb,” he comments. Mission accomplished — silver helps this GTS lurk under the

radar, and though the 981 is by no means an old Porsche, the shimmering paint job takes years off the car's design. "It's also good at hiding scratches," Nick chuckles.

Porsche customers keen for even less attention could specify a GTS with full leather and *no* colour-coded stitching. One of my neighbours, for instance, owns a fully loaded Macan GTS, but step inside the cabin and you'd think you were in a superbly appointed Macan S. Stealth? Perhaps, but to my mind, a large part of the appeal of owning a GTS of any description (well, aside from the 904 road-legal race car from which this product line gets is name) is the style of trim seen on Nick's Cayman.

At the time of writing, he's fitting a set of Zunsport mesh grilles to the car's front bumper. He did the same with his 987. I did the same with my 997 Carrera 4S. In short, the giant apertures in the front bumpers of modern Porsches are magnets for leaves, dirt and, worse, flying stones, all of which have the potential to kill air-conditioning radiators and gearbox oil coolers, either through instant puncture or long, painful deterioration as a consequence of corrosion brought on by moisture held inside rotting vegetation. The only solution is renewal of the parts, which can be expensive. Better to spend a few quid with Zunsport and protect your car's vital organs. Reassuringly, these grilles are available for most modern Porsches and look fantastic.

Nick has put his GTS to use by attending various meets organised by Porsche Drivers Norfolk UK, including open-house visits to Porsche Centre Norwich. He's keen to retrace steps he followed in his previous cars. "I didn't own the Black Edition long enough to drive it to Hockenheim and take to the track, but I'm hoping to do so with this GTS in the not too distant future. It's a great circuit. I'm also keen to attend the Solitude Revival historic motorsport event on the former Solitudering, a stone's throw from the Porsche factory in Zuffenhausen."

As far as Caymans go, you couldn't have picked a better car for the trip, Nick. Y'know, providing you keep it long enough. ●

Above Simple silver paintwork amounts to an unassuming GTS, where bolder colours are the norm

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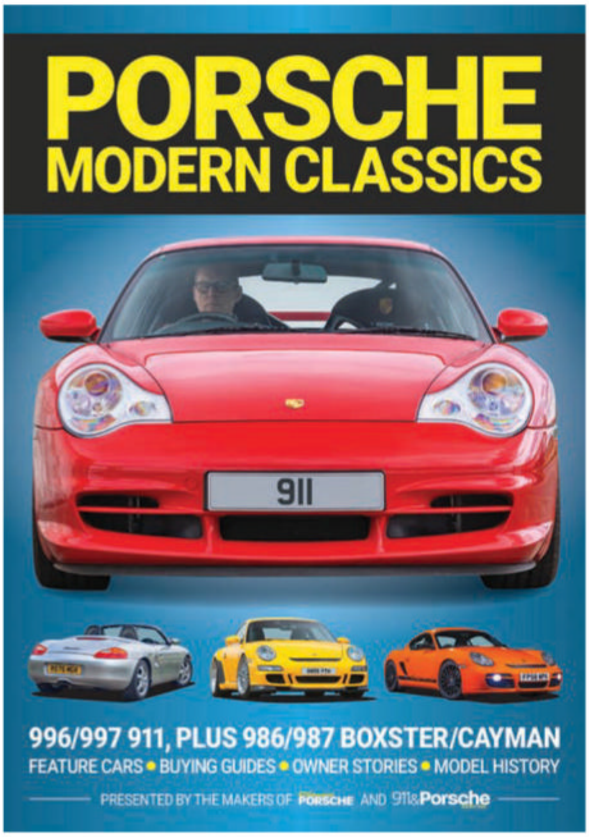
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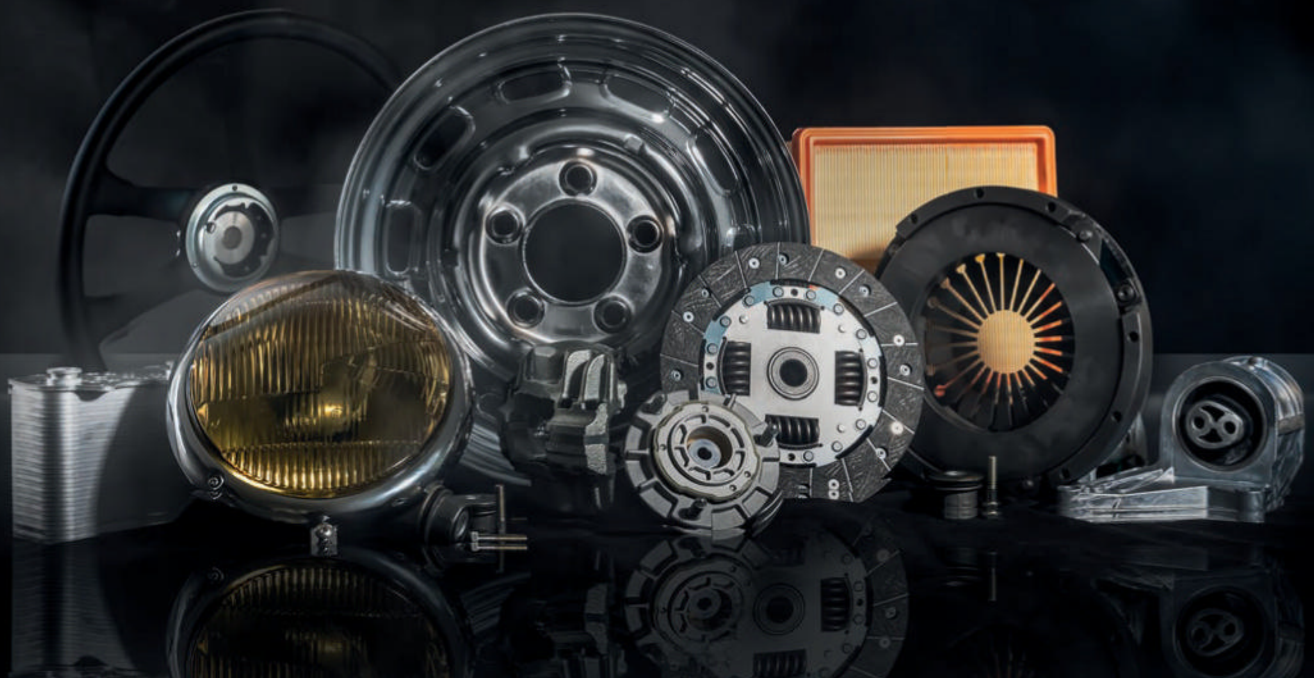

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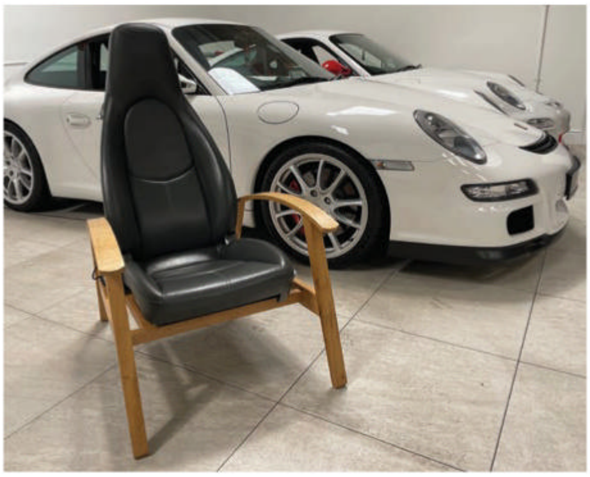
PAT MEAD DESIGNS BESPOKE 911 ARMCHAIRS



Furniture maker, Pat Mead Designs, is producing armchairs from Porsche seats. Recognising car seats are comfortable, hard-wearing and adjustable, the design brief was to make an armchair fun, unique and sit easily with other furniture in the home or garage. While looking for a curve making the arms comfortable for people of different heights, the sketches on Pat's drawing board began to look much like the roofline of a 911. This neat coincidence went on to determine the curvature of the seat arms. Working with quality used Porsche seats and sustainably sourced timber, Pat Mead Designs can build armchairs to customer specification from different Porsche models, various species of wood and a variety of finishes. Visit the company's website for further information.

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2026 RSR SPA AND NURBURGRING TRACKDAYS

One of the things making Porsche ownership so enjoyable is the fact there's never a shortage of things to do with these cars, whether club events, coffee meets or blasts out with friends. Porsche ownership also lends itself to trackday action, not least because the manufacturer's sports cars start life as racers, before being detuned for the road. This is quite unlike the practice of other car makers, where road cars are converted for motorsport use. In this regard, as clichéd as it sounds, Porsche sports cars can be considered race cars for the road. Naturally, many owners are keen to explore the performance potential of their Porsche, which is why RSR (Ron Simons Racing) is the perfect partner, offering premium, closed trackday experiences at Spa and the Nürburgring, meaning the track is privately hired, not shared with the general public. Tuition is available, as is the availability of a wide range of Porsches for those keen to experience seat time in a different car.

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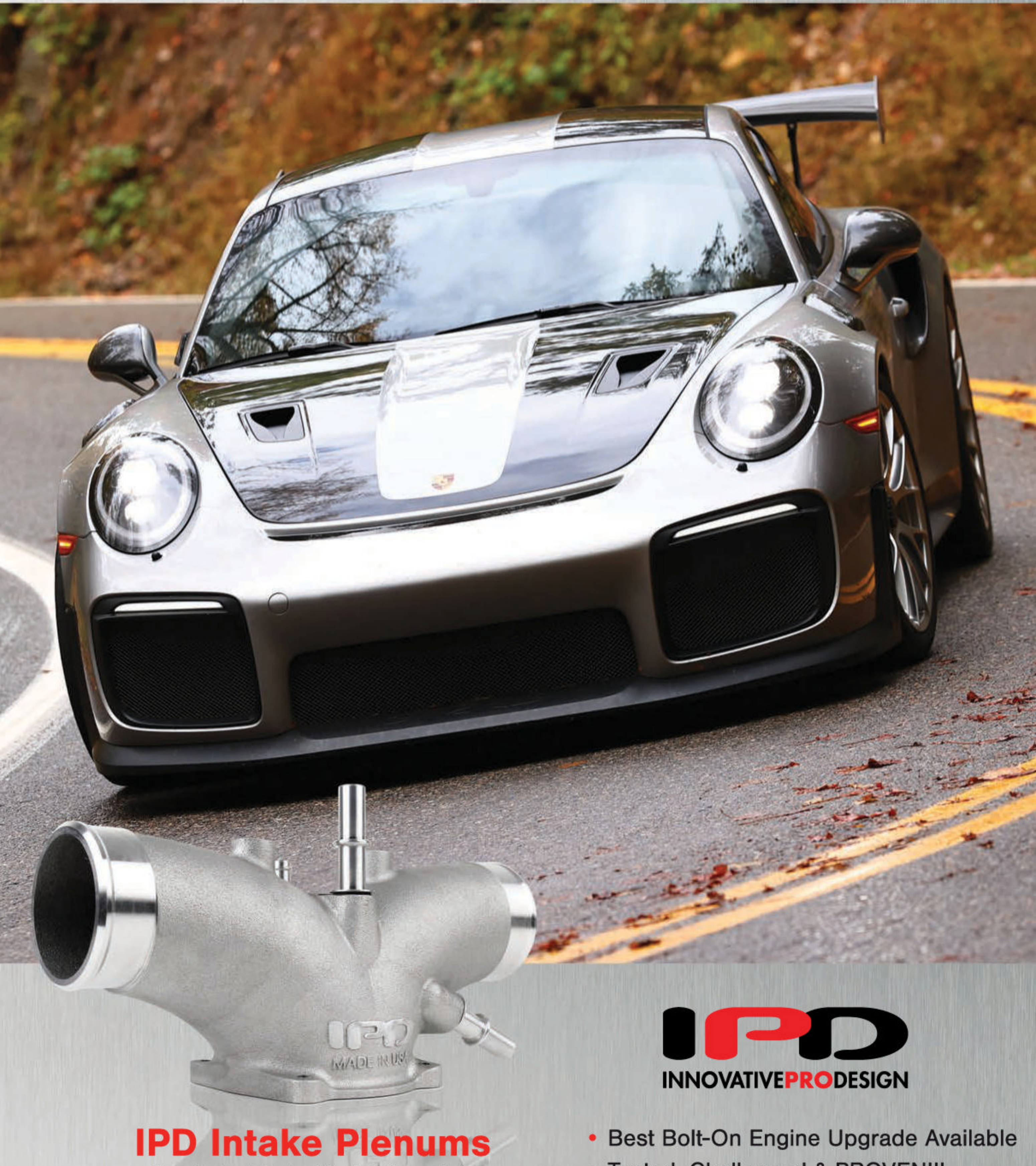

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T-shirts never go out of fashion, which is why the team at Porsche accessories retailer, GoClassic, knew it was on to a winner with this distinctively styled cotton tee. "The classic t-shirt and the 356 have come together to take you on a sensory journey toward new challenges," reads the sales pitch. We're not sure about that, but there's no denying this 100% cotton (fabric thickness 203g/m^2) tee looks great. Made in Haiti and printed from environmentally sustainable materials in Latvia, the natural white shirt depicts the Porsche logo and an illustration of a red 356. Featuring a reinforced neck tape and collar, the shirt is available in multiple sizes, from small, all the way up to 5XL. Machine washable, this tidy tee can be ordered direct from the GoClassic website, where you can also buy luxury polo shirts featuring the same design embroidered on the left breast. Available in white, black or grey, each polo is ninety-five percent organic cotton (five percent elastane) and features a knitted collar and cuffs.

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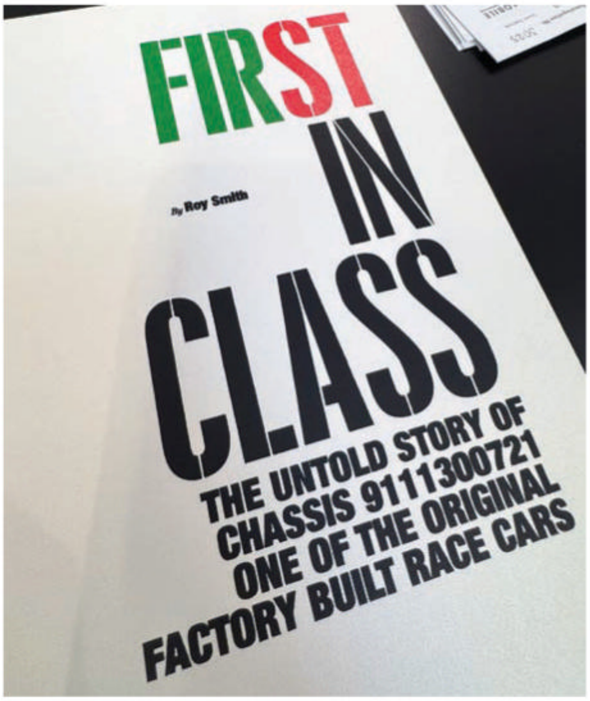
FIRST IN CLASS
By Roy Smith
THE UNTOLD STORY OF CHASSIS 9111300721 ONE OF THE ORIGINAL FACTORY BUILT RACE CARS

As you'll have read elsewhere in this issue of *911 & Porsche World*, chassis 9111300721 is a beautifully preserved 911 S/T acknowledged to be one of the most original examples of a classic factory-built racing 911 anywhere in the world. Supported by fully documented ownership and race history since the car's assembly in 1971 (when ordered to M491 competition specification) and raced principally in Italy, where it was active from new until 1999, this 911 is one of only ten original S/Ts manufactured to lightweight specification and one of only six of this quota supplied as 'superlight'. This amazing car has recently been immortalised in print by *First in Class*, a unique eleven-chapter hardback (320x240mm in portrait orientation) launched at Porsche Experience Centre Silverstone. A limited run of 124 copies printed on high-quality stock and bound in a Buckrum cover with matching slip case features a copy of the car's original homologation papers, an official embroidered Shell race suit patch (as worn by driver, Count Giromala Capra, when the car competed in the 1973 Targa Florio), a period-correct Targa Florio window sticker and numbered signed artwork from painter and serial *911 & Porsche World* feature car owner, Jonathan Stevenson. 176 standard copies (book only) are also available to order at a lower price.

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PERFORMANCE ENHANCEMENTS FOR ROAD AND RACE

POWER PLAY

Since 1987, Jenvey Dynamics has been at the forefront of fuel injection throttle body design and manufacturing for motorsport and historic vehicle applications. As the company looks forward to an even brighter future, we look at its products for air-cooled Porsches and reveal exciting news for 964 owners...

Words **Dan Furr** Photography **Dan Sherwood**

Bridgnorth-based fuel injection throttle body manufacturer, Jenvey Dynamics, was established as a consequence of company founder, Richard Jenvey, finding it difficult to obtain engine components for his personally owned race cars. "If he couldn't get hold of a part, he'd make it," smiles Richard's son, Mike, who took over the running of the family business in 2006. An eye for detail, exquisite precision engineering and a passion for innovative design have been hallmarks of Jenvey Dynamics ever since the business was launched as a design consultancy serving all corners of the motorsport industry.

SHARING DRIVING DUTIES IN A COSWORTH-POWERED DORSET RACING LOLA T297 WITH PINK FLOYD DRUMMER, NICK MASON

The firm's reputation was galvanised by Richard's impressive performances in the ModSport Championship, which he won driving a Lotus Elan, and the World Sportscar Championship, which he contested in a Lotus Esprit S1. He was also a familiar face in the paddock at endurance racing events, including the 24 Hours of Le Mans, which he entered in 1979, sharing driving duties in a Cosworth-powered Dorset Racing Associates Lola T297 with Pink Floyd drummer (and avid Ferrari collector), Nick Mason, finishing eighteenth overall and fourth in class.

Mason's participation in the event was somewhat overshadowed by the arrival of Hollywood actor, Paul Newman, in the twin-turbocharged Dick Barbour 935. The bright red Porsche finished second overall, pipped to the post by the Kremer 935 K3 piloted by Klaus Ludwig and the Whittington brothers. This sparring for the top spot between teams campaigning 935s is now regarded as one of the most captivating battles in the history of the French enduro, but away from the headlines, Richard scored an important win with the Lola — come race end, having covered more than 2,143 miles, the car had used just 810 litres of petrol, scoring top honours in the Le Mans Index of Fuel Consumption. It was a fitting achievement for a man whose work in the field of fuel injection and throttle bodies would go on to ensure victory for many championship-winning race cars.

At the time of his appearance at Le Mans, Richard was working for his family's paint business, but following the sale of the company, and after recognising there was strong demand for the parts he was producing, he turned hobby into profession. His big break came with the success of a fuel injection throttle body design project in the early 1990s. "It was a commission fitting perfectly with his preference for challenging and interesting engineering. Importantly, the end result was fun to manufacture," says Mike, keen to stress all operations were carried out in-house. "I remember building the prototypes during the year I spent working for my father between leaving school and attending university. Prior to then, the company had been involved in the production of all manner of engine componentry, such as engine blocks for motorsport applications, but following the success of the fuel injection throttle body project, and with the commissioning client's consent, the focus of the business immediately switched to further developing the design with a view to producing fuel injection throttle bodies for a wide range of engines."

From 1994, Jenvey Dynamics extended its product offering to cater for the entire engine induction system, including manifolds, fuel rails and fittings, air horns and all supporting hardware. Mike confirms the engineering architecture adopted by Richard in period is at the core of Jenvey Dynamics designs today, but, as you'd expect, the way the company manufactures its goods, as well as the technology and materials available, has evolved significantly. "We evaluate our catalogue every five years," he explains. "Our aim is to regularly identify where we can make our output lighter, simpler in design and how we can further streamline our manufacturing processes." To put these points in perspective, the firm's core throttle body offering is now a whopping fifty percent lighter than it was when first launched.

3D printing is one of the more modern technologies Mike's team has embraced. "We're able to use this process to make prototype parts and test components prior to series production. We've even created 3D-printed manifolds, which have been subsequently put through their paces at the track and dyno-tested on race engines." Prototype air horns are another obvious candidate for 3D printing. The production takes

Facing page Jenvey Dynamics Heritage throttle body kits have been available for two-bolt 911 applications for some time, but three-bolt fitment is now also a key offering from this Shropshire engineering business

place entirely in-house alongside 3D computer-aided design, tool and pattern making, prototyping and CNC machining. Impressively, Jenvey Dynamics also boasts its own foundry. "For every product leaving our factory, a minimum eighty percent of its parts will have been made right here in our own factory," Mike says, proudly. This includes all main throttle body components, such as housings, spindles, butterflies and levers. And, of course, managing every step of the design and production process first-hand ensures stringent quality control can be exercised at all times.

This is obviously important for maintaining high standards of manufacture, as well as research and development, all of which are vital for success in any form of motorsport, but taking care of every step of the process in-house also ensures confidentiality during the creation of commercially sensitive bespoke components following client request.

While the Jenvey Dynamics product range has expanded, so too has the company's customer base. "Our clients are predominantly in the field of motorsport, a reflection of the firm's origins and the passion for racing exhibited by many members of our twenty-four-strong workforce," Mike tells us. Like his father, he's no stranger to track action, having competed in a heavily modified 911 in the Britcar endurance series. In fact, Mike has six overall national motorsport championships to his name, and his Sports 2000 machine won *Autosport* magazine's National Race Car of the Year award in 2009. This determination for excellence is the cornerstone of the company's success.

In the 2010s, when the values of classic cars reached new highs, Jenvey Dynamics drew the attention of many owners interested in applying modern fuel injection to their historic road cars, primarily in the interests of reliability and ease of operation. The sticking point was a desire to maintain a factory look beneath the host vehicle's bonnet or engine lid. In response to this concern, 2016 saw the release of the Shropshire firm's first Heritage fuel injection throttle body kit, suitable for DCOE applications. The product was engineered to keep an engine bay looking as its manufacturer intended — fuel injectors, the fuel rail and other tell-tale hardware, including sensors and wiring, is carefully hidden from view. Such was the Heritage kit's success, Mike's team began developing marque-specific variants, including IDA3 kits for air-cooled 911s.

As we reported at the time of launch,

Below Ingots of aluminium waiting to be turned into throttle bodies, as well as their supporting hardware

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PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L9.8:1 (3.2- 3.4 Motronic inj.)
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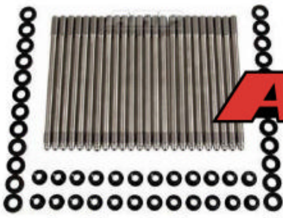

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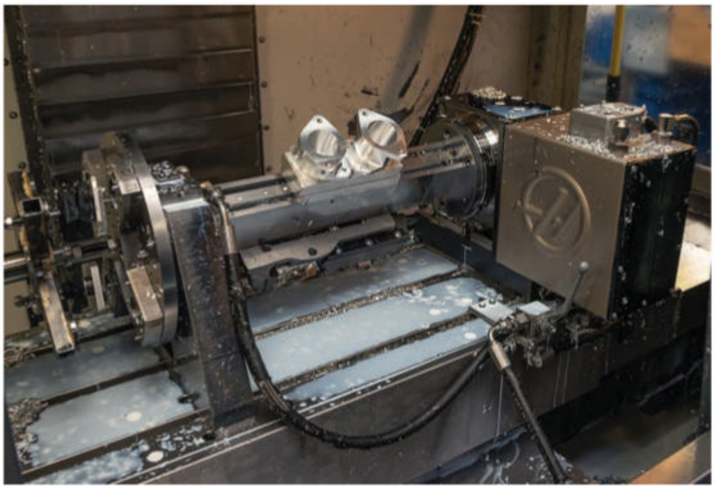
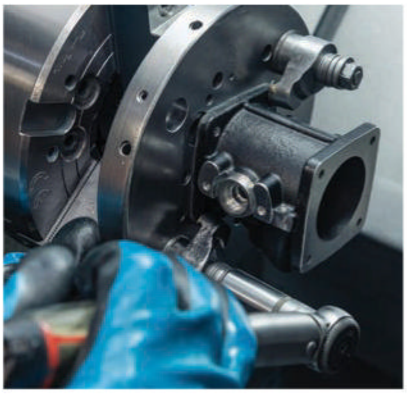
the company has made its Heritage line available for the two-bolt flat-six with thirty-five-millimetre (two-litre to three-litre engines) and thirty-nine-millimetre (Carrera 3.2) port sizes married to a forty-two- and forty-five-millimetre throttle body respectively. The smaller throttle bodies use 250cc Bosch injectors, whilst the forty-five-millimetre throttle bodies use 350cc injectors from the same brand. Sixty-millimetre-long air horns are available with a bolt pattern matching the original. "We collaborated with famed air-cooled Porsche tuning outfit, Rothsport Racing, during the development of these kits," Mike reveals. "This relationship saw our Heritage offering for 911s extensively dyno-tested on Jeff Gamroth's own Porsche, with the resulting data fed straight back into the project, enabling further refining here in the UK, where we were able to confirm fantastic performance and drivability gains. The result is a throttle body looking perfectly at home when bolted to the top of an air-cooled flat-six, yet managing to function in a manner previously reserved for modern induction systems."

Why make the switch in the first place? Stronger performance, better emissions, steady idle, easier cold starts (there's no choke to rely on when switching your carburetted air-cooled classic to modern fuel injection), not to mention more reliable operation when the engine is warming up. These are just some of the benefits. Improved fuel economy is also a big selling point. Put it this way, an Aston Martin DB6 owner making use of Jenvey Dynamics Heritage equipment recently reported a rise in fuel economy from 14mpg to 24mpg. Most customers experience a minimum forty percent gain, some registering even higher. "The advantages of modern, electronic fuel injected intake systems are simply too numerous to ignore," Mike says. "A reliable, unbroken flow of air, extremely accurate control via an advanced

Above and below Mike is pleased with the fact Jenvey Dynamics boasts its own foundry, meaning all stages of product development and manufacturing are conducted in-house





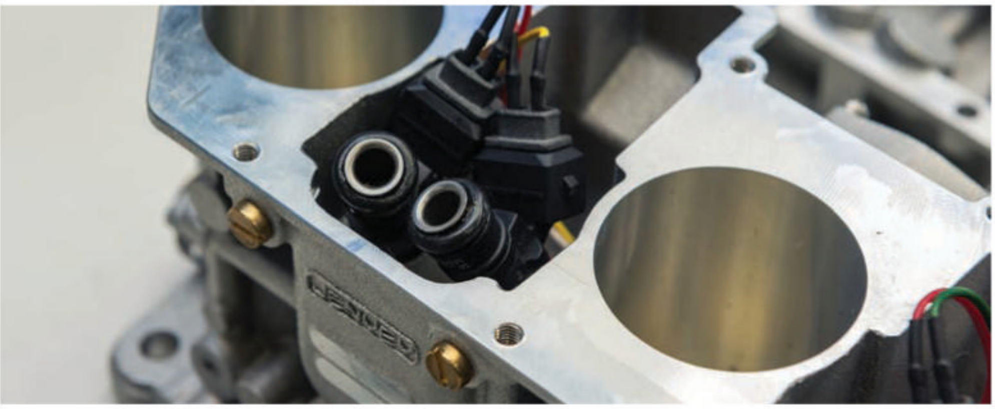
Above Jenvey makes throttle body kits and associated apparatus for many makes and models, from Alfa Romeo to Volkswagen, though Mike reports constant demand for Heritage throttle body kits from Porsche owners

standalone ECU, easy starting in all seasons and, of course, more power and economy are obvious plus points. Up until now, the sole downside on an air-cooled Porsche installation has been the aesthetic — many owners of classic 911s have been dissuaded from adopting throttle bodies due to an unwillingness to compromise the factory look of their car's engine bay. With the increase in popularity of the classic Porsche market and heightened demand for the benefits of an electronic fuel injected intake system, however, our IDA3 Heritage throttle body design addresses improved performance with satisfyingly OEM visuals."

STRONGER PERFORMANCE, BETTER EMISSIONS, STEADY IDLE, EASIER COLD STARTS AND MORE RELIABLE OPERATION

964 owners feeling left out need not fret — we're delighted to report a three-bolt Jenvey Dynamics Heritage fuel injection throttle body kit with a forty-one-millimetre port size is available to order. Utilising forty-five-millimetre throttle bodies and a cross-linkage clearing the host 964's standard fan shroud, launch of this exciting package followed extensive testing with 3D-printed parts. Adopters of this system can expect the aforementioned benefits owners of older air-cooled 911s have been able to take advantage of when using Heritage kits. In short, we're talking vastly improved drivability and much better fuel consumption. Included with each purchase is a manifold with heat insulators, IDA3 Heritage throttle bodies, electronic fuel injectors, integrated fuel rail, cross-bank floating linkage (to allow for engine expansion), throttle position sensor and air horns.

Furthermore, as reported in last



Above Jenvey Dynamics Heritage throttle body kits are available for air-cooled 911s spanning early models through to end of the 964 line

month's issue of this magazine, Jenvey Dynamics is now offering a Heritage IDA kit with fifty-millimetre throttle bodies paired with a forty-four-millimetre port manifold, again to suit 964 flat-sixes, and again, including throttle bodies, electronic fuel injectors, integrated fuel rail, cross bank floating linkage (to allow for engine expansion), throttle position sensor and air horns. Various filtration options are available.

IN TODAY'S RAPIDLY CHANGING AUTOMOTIVE WORLD, MIKE'S TEAM IS GATHERING A HUGE AMOUNT OF DATA RELATING TO EFUELS AND HYDROGEN

For high-performance race engines, meanwhile, Jenvey Dynamics can create custom components, accommodating any bore size and taper (a decreasing diameter as it gets closer to the cylinder head, forcing air to accelerate in order to pass through, resulting in progressively enhanced air speed, which is ideal for high-revving engines). In fact, of the big sellers from the company's current product portfolio, bespoke single throttle bodies (ordinarily ordered in quantities of four or six) for motorsport use are up there with DCOE throttle bodies to replace original carburettors. The Heritage line-up has also proved a runaway success.

"We also supply everything an owner might need to support this equipment, such as fuel pumps and pressure regulators," says Mike, before revealing exciting news regarding another Jenvey Dynamics launch. "Obviously, to take full advantage of what one of our Heritage fuel injection throttle body kits has to offer, you need to invest in a programmable ECU. For the 911, we've developed a turnkey package, including the Heritage kit, loom, sensors and ECU with base map. This is everything needed to convert an air-cooled 911's fuel system to a modern injection setup." An excellent way of simplifying the switchover, this complete conversion solution equates to an owner having to address nothing more than recalibration of ECU software to extract peak performance from their classic 911's engine following hardware installation. As with all Jenvey Dynamics output, the kit is available for international delivery direct from the company's online store.

New approaches to product design are an important aspect of the Jenvey Dynamics success story. Needless to say, in today's rapidly changing automotive world, Mike's team is gathering a huge amount of data relating to eFuels and hydrogen technology. "A hydrogen-powered car needs a control system in place to limit or increase the amount of the chemical between the engine and fuel cell, meaning throttle regulation is just as important now as it always has been," Mike reasons. Clearly, there are exciting times ahead. ●

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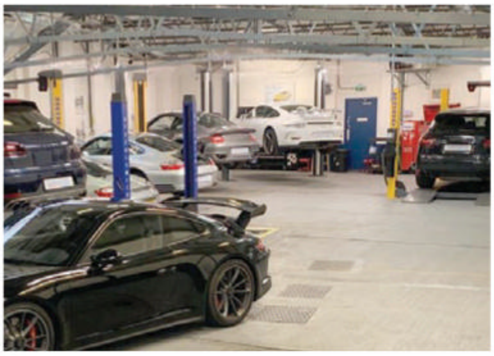

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2026's BEST BUYS

911 SC

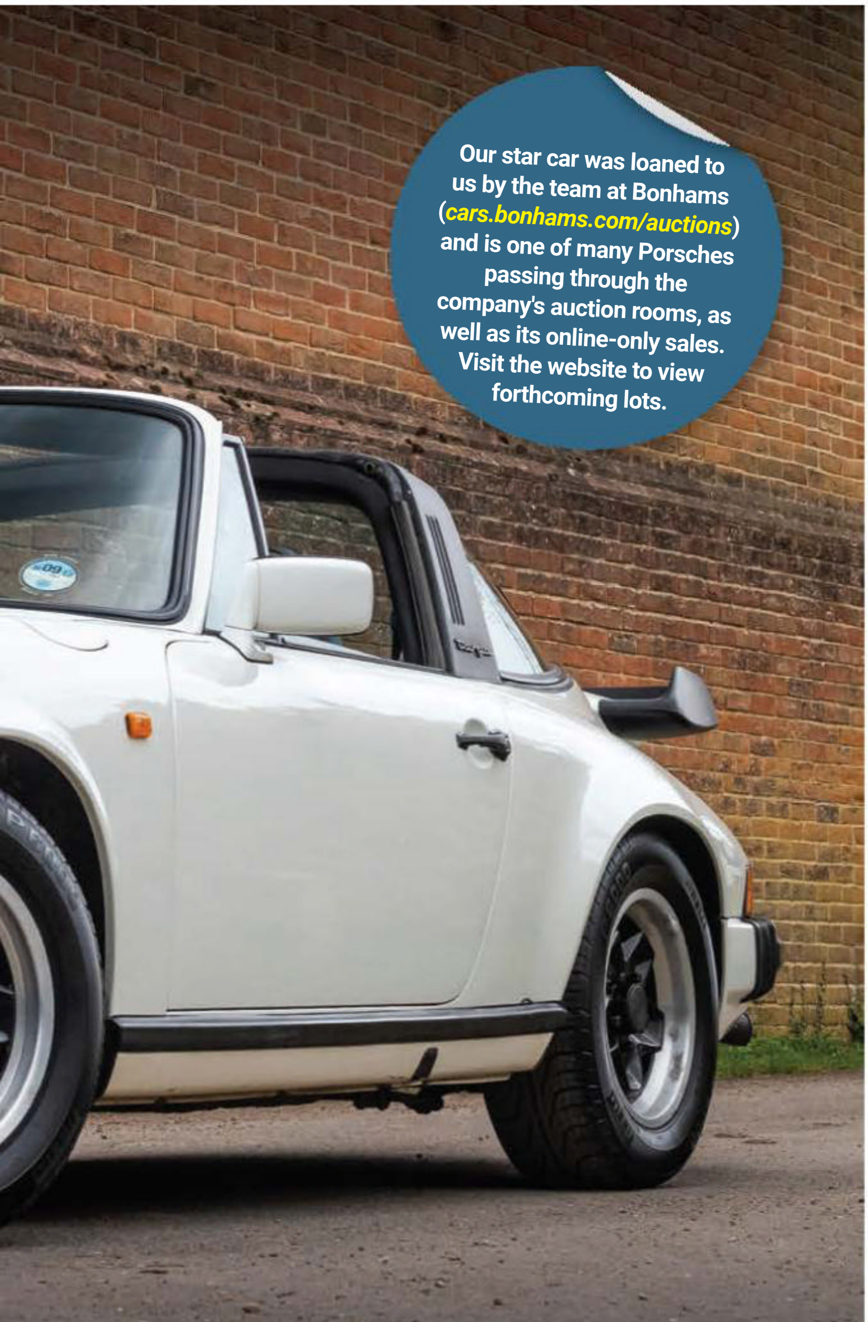
The first 911 designed to appeal to a wider customer base than its maker's traditional showroom visitors, the SC combined quality construction, fast pace and great looks, resulting in a landmark Porsche product...

Words **Dan Furr, Nicholas Found** Photography **Dan Sherwood**

Badged as SC (*Super Carrera*, nomenclature not seen since the 356), the new-for-1978 911 featured an all-aluminum three-litre flat-six fed by Bosch K-Jetronic mechanical fuel injection, with power planted to the road by a five-speed Type 915 gearbox. Launch models developed output in the region of 180bhp, which was down on the outgoing Carrera 3.0, but mirroring the production lifecycle of previous Porsche sports cars, evolution throughout the SC's five-year production run saw power increase, rising to near 204bhp by the time of discontinuation in 1983. Cabriolet and Targa offerings were key to the SC's appeal, which grew exponentially under the guidance of Porsche CEO, Peter Schutz. In a move now enshrined in Porsche folklore, the American motor man visited the office of lead factory engineer and former works racing driver, Helmuth Bott, to discuss plans for upcoming models. It i's important to note how, under Schutz's predecessor (Ernst Fuhrmann), the 911's days looked numbered, so much so, the SC was considered by many in Zuffenhausen be the last 911 likely to make it to market.

"I noticed a chart hanging on Bott's wall," Schutz remembered. "It depicted the ongoing development trends of our top three product lines: 911, 928, and 944. With the latter options, the graph showed a steady rise in production for years to come, but for the 911, the line stopped in 1981. I grabbed a marker from Professor Bott's desk and extended the 911 line across the page, onto the wall, and out the door. When I returned to his office, he was grinning. With a nod, Bott and I understood one another." In that moment, the 911 was saved.

Schutz's enthusiasm for continued 911 production saw SC sales total



Our star car was loaned to us by the team at Bonhams (*cars.bonhams.com/auctions*) and is one of many Porsches passing through the company's auction rooms, as well as its online-only sales. Visit the website to view forthcoming lots.

58,914 units. This lofty number of cars produced makes finding an SC on today's used car market a cinch and means not only do you have the freedom to walk away from an SC not meeting your expectations, but prices of the model remain relatively low due to perceived lack of exclusivity.

Cabriolets and Targas command an even lower price than coupes, but let's not rush ahead of ourselves — on release, the SC's main job was to broaden the 911's appeal. It usurped both 2.7-litre and 3.0-litre Carrera versions of the Stuttgart sports machine to become the only normally aspirated 911 you could buy in dealer showrooms. Around eleven thousand examples were sold in 1979, at which point the model took on more of the Carrera's visual cues, most notably when headlamp surrounds were painted body colour and the remaining brightwork was anodised black. The Targa's Nirosta steel rollover hoop also gained a black coating.

The 911 SC laid the foundations for the final years of G-series production. It's a historically significant Porsche, but remains the most budget-friendly route into air-cooled 911 ownership. Here's what you need to look for.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 911 SC you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification plate stamped into the tub under the carpet above the fuel tank. You'll also find the VIN on the offside door jamb and on the A-pillar. Elsewhere on the V5, you'll see the engine serial number. Make sure this matches what's stamped into the vertical identity tab at the lower right hand side of the engine fan. The transmission number, meanwhile, can be found stamped into a tab on the bottom of the gearbox casing, although this will be difficult to see unless the car is on a ramp.

Spend a couple of quid at *mycarcheck.com*, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at *bit.ly/dvlamot*. The service will return all test passes, failures and advisories registered as far back as electronic records are stored, which is helpful in identifying any ongoing mechanical or safety issues. If you have the V5 document number at your disposal, you can even see which test centre carried out each inspection.

Damage may have been inflicted upon any 911 SC driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Thankfully, the SC isn't exactly known for being a trackday regular, meaning incident of this nature is unlikely, but it pays to be prudent. After all, Porsche body repairs shouldn't be done on the cheap. Ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used Porsche. These cars needs to be maintained by specialists with depth of model knowledge, especially when the car in question is as old as the SC — general service garages are not likely to know the ins and outs of the model's mechanicals or electrics. Moreover, servicing at a general garage is clear indication the seller (or previous owner) has skimped on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale. It is far better for you to buy a car which has been looked after by a specialist well-versed in Porsche care.

Take advantage of the Suncoast Parts VIN decoder (*bit.ly/suncoastdecoder*), which will provide you with a Porsche build sheet in exchange for $10. This document will let you know the car's original date of purchase, warranty data and details of all individual equipment.

TRANSMISSION

The 911 SC's Type 915 gearbox is reliable, but many drivers experience difficulty selecting second gear. This is a characteristic of the transmission, but unsympathetic shifting over a prolonged period of time can result in worn synchros, which obviously have the effect of compounding the problem.

Second gear can be hard to select when pulling away whilst the gearbox is cold. Check to see how easy it is to slip in and out of second and third from lower gears. In the worst case scenario, an expensive transmission overhaul will be needed.

Complaints tend to stem from aggressive shifting, which you can get away with when using a G50, but should be avoided on a 915, especially before the unit has warmed to the optimum operating temperature. This is a gearbox requiring the user to treat it with respect. Sadly, many owners haven't done so. In fairness, they probably weren't aware of the requirement. Find a 915 subjected to operation as the manufacturer intended, however, and you should have nothing to worry about.

Porsche's semi-automatic Sportomatic transmission was offered for a single year of SC production. It's an unusual-but-clever system with its own four-speed shift pattern and a lack of clutch pedal. This gearbox isn't quite a manual, but equally, isn't quite an automatic, yet the design has become unexpectedly sought after thanks to the enthusiasm of a present-day fanbase keen to invest in cars kitted-out with oft-dismissed transmission technology. What was once unpopular (so much so many Sporto 911s were converted to manual) is now considered rare and therefore desirable.

ENGINE

The 911 SC's three-litre flat-six is a dependable, unstressed unit, but with early examples now almost fifty years old, it's safe to assume many will be in need of a top-end rebuild, especially if distance covered is creeping north of eighty thousand miles. Check the car's supporting paperwork to see if the job has already been done. If not, factor the cost of this work into the price you're prepared to pay for the car catching your eye.

The SC's flat-six can be recognised by an eleven-blade cooling fan and chunky air pipework routed across the top of the fan housing. Early 911 SCs feature an air injection pump, which was discontinued less than two years into production. Snapped head studs are a common problem, with the fault recognised as a sound similar to that of a blowing exhaust. Meanwhile, the exhaust itself can put a strain on your wallet if rust has caused damage.

Carefully observed servicing is essential, with valve clearances needing to be set at regular intervals. Crankcases are known to weep oil on all air-cooled engines, but overall, the condition of any classic 911's powerplant is largely influenced by how well it has been treated by previous owners. If in doubt, ask a specialist familiar with Porsches of this vintage to carry out a thorough inspection.

Despite being criticised for producing less poke than the earlier Carrera 3.0, the SC's rev-happy, torquey, three-litre, dry-sumped, Nikasil-bored, aluminium-cylindered flat-six is regarded as being one of the most reliable of all 911 powerplants. It's pretty much a normally aspirated version of the 930's turbocharged boxer. Capable of lapping up high mileage without complaint, it's one of the SC's greatest selling points, and is fed by a Bosch K-Jetronic injection system, which Porsche referred to as its Continuous Injection System (CIS).

As a consequence of revised compression and more focused timing, the SC's first power gain came in 1980. Further refinement under the engine lid would see close to 204bhp realised before discontinuation of the SC and arrival of the Carrera 3.2 in readiness for the 1984 model year.

Regardless of specification or mileage, ensure the correct fluids have been used in accordance with the manufacturer's instructions. Even SC's not covering much ground should be treated to annual fluid and filter changes — everyone loves a low-mileage 911, but lack of action doesn't necessarily mean the car's mechanical components will be in good working order. Gaskets, seals and engine fluids don't cope well with being left in a state of suspended animation, after all. If you're in any doubt about the operating condition of the car's flat-six, get a specialist to give it a once-over. Expert opinion is likely to save you big bills. Don't get stuck with a lemon.

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Rocker panel trim, outer, left/right

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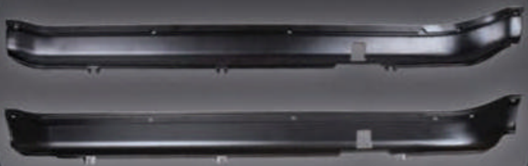

Fits: Porsche 911 Turbo (3.3) '77-'89
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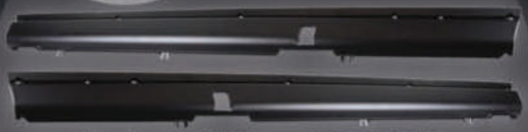

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Front wing, left/right Without hole for indicator

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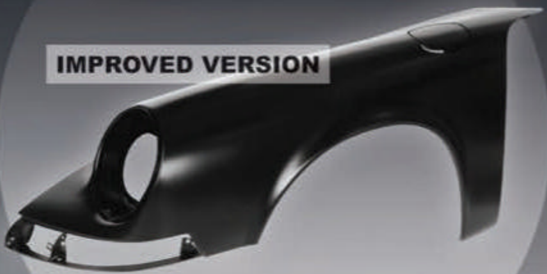

Fits: Porsche 911 (2.0-2.4) '68-'73
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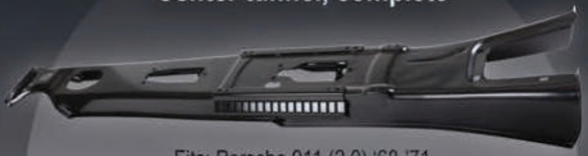
Center tunnel, complete



Fits: Porsche 911 (2.0) '68-'71
Dansk no. 591019A //
JP no. 1683103100

End plate for tunnel

Fits: Porsche 911 (2.0-2.7) '68-'73
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DRIVING IMPRESSIONS

Is the SC — the middle child in the G-series timeline — really the 'everyman' 911? This is what Porsche hoped on launch for the 1978 model year. Of course, we now know the late 1970s were an almost unbelievable time in Porsche's history. The company's then CEO, Ernst Fuhrmann, laid out plans to discontinue the 911 in favour of 924 and 928 development, reasoning the air-cooled classic had changed little from its introduction in 1963, resulting in what he saw as an old-fashioned sports car taking up valuable space in dealer showrooms. A narrowing of the 911 product line looked as though the rear-engined two-door had reached the beginning of the end — if you wanted a new 911 in the late 1970s, your choice was limited to either SC or Turbo. Fast-forward to the present day and there are a billion variants in the current 911 range.

Largely hand-assembled, almost sixty thousand SCs were sold across the model's half-decade in production. It took the 928 three times as long to shift as many units. There's something about the quality and aesthetics of air-cooled 911s. They're not flash. And, unlike today, Porsche special editions weren't introduced for the sake of Porsche having special editions. The SC's shape is dictated by its underpinnings, with functional round headlights, a low-slung front end and a business-like backside, where, of course, the engine sits.

Everything in the SC's cabin is closer than you'd expect. You won't feel claustrophobic because there's so much glass, but the dash is shallow, the windscreen feels almost bolt upright and the passenger door handle isn't much of a stretch away from the driving seat. It's a welcome contrast to many of today's much chubbier sports cars. What's not so welcome is the logic to switchgear ergonomics, or lack thereof. For a car spartan of technology, there's just about every single size and shape of button imaginable in here. Some need to be pushed, some pulled, some slide, some rock, some twist. The totally random layout is like an unsolved Rubik's Cube. There are flashes of brilliance, though. The five VDO gauges behind the steering wheel, for instance, are just about the clearest dials you'll find in a car, particularly the rev counter, which is dead ahead.

There's a thrumming mechanical beat to the SC's idle. It resonates throughout the cabin. The noise calls for the throttle to be squeezed. Engage first and you'll note oddity to the pedals. They're floor-mounted, which is great to boast about to your mates down the pub, but in reality, there's unnatural travel to a classic 911's pedal movement, especially in a right-hand drive example. More than anything, it's an immediate throwback for anyone familiar with the Volkswagen Beetle.

The three-litre motor and Bosch K-Jetronic fuel injection partner to deliver a flexible and revvy engine. It's not fast by today's standards, but the SC is a relatively light car, meaning progressive throttle leads to crisp delivery. It's happiest to potter around at 3,000rpm, where torque feels like it's on tap. Get above 4,000rpm and the SC comes alive.

The dry, almost abrasive engine note sings through the cockpit as the tachometer swings to 6,000rpm. The boxer's zingy mechanical tone in the upper ranges of the rev band is captivating. A prod of the brakes shows they don't need the same muscle power as the anchors of earlier air-cooled Porsches.

Dab the brakes before entering a corner, feel the front-end bite, balance the throttle as the car makes its way around, then power out of the bend. This is classic 911 antics without the hysteria. Fantastic stuff and a brilliant buy.

BRAKES AND SUSPENSION

Much like every other one of the SC's vital organs, the brakes are strong, dependable items, but cars tucked away for long periods can suffer from sticking calipers. Additionally, factory rubber fluid transfer hoses can collapse with age, a complaint which can be identified through hard brake pedal feel and limited pedal travel, a condition lowering braking efficiency and, in extreme circumstances, resulting in no braking power whatsoever. Replacing tired standard hoses with aftermarket braided pipework (HEL, Goodridge, Hosetechnik) is a straightforward 'fit and forget' solution.

The SC was the first 911 to be equipped with a brake servo, but we're still talking about old-school braking technology, so don't expect an SC to stop on a sixpence without upgraded anchors. The good news is that the model's standard brake setup is a straightforward affair, requiring nothing special other than good quality discs, pads and fluid changes in accordance with recommended service intervals. Like all older cars, brake pipework can split. Ask the seller if this work has been taken care of. It won't cost you much to fit new brake pipes, and doing so may save you from a dangerous accident.

The SC's suspension system is robust, but dampers can leak, especially if they've been in place for many years or are on higher mileage cars. Get on the floor and check the torsion bar cover plates. There shouldn't be any rust around them. Treat shiny new cover plates as suspicious. What is the seller trying to hide? Don't be afraid to ask questions and, if you're not convinced by the answers, ask a specialist to carry out an inspection. Doing so could save you thousands, because if rust has taken hold, the fix is a huge amount of work, involving a full suspension drop and removal of the engine.

As is the case with any older car, suspension supporting components suffer wear and tear. Bottom ball joints are known to fail, resulting in a knocking noise over bumps in the road. Standard rubber bushes can also fail, causing a bumpy ride. Fortunately, all standard 911 SC suspension parts are readily available to buy from Design 911 (*design911.co.uk*), as are aftermarket equivalents, including polybushes, which can be ordered in various compounds to suit your driving style or the environment your prospective purchase will be used in.

INTERIOR

The SC was the first 911 aimed squarely at the masses (another reason a few stuffy Porsche owners didn't like the model upon its release into the wild). This means the model's interior is simple, allowing even those not familiar with classic Porsches to ascertain the condition of cabin furniture and gadgetry with ease. Obviously, the condition of the seats, carpets, steering wheel trim, gaiters and door card handles needs to tie in with the car's claimed mileage, but with so many SC's built, stacks of them broken for parts and an army of automotive upholsterers well-versed in the art of repairing damaged 911 interiors, there isn't anything here that isn't replaceable or fixable (apart from your eyes after spending too long staring at Pasha fabric).

What should be high on your list of considerations is the effectiveness of the car's in-cabin electrical equipment. Check everything works as it should, from window mechanisms to air-conditioning. Switchgear can break, but replacement parts are readily available from independent Porsche parts retailers, including Design 911. Oh, and if you're looking at a late Cabriolet, be sure to check the efficiency and speed of the car's electrically-operated roof, which is prone to faults if not maintained correctly. ●

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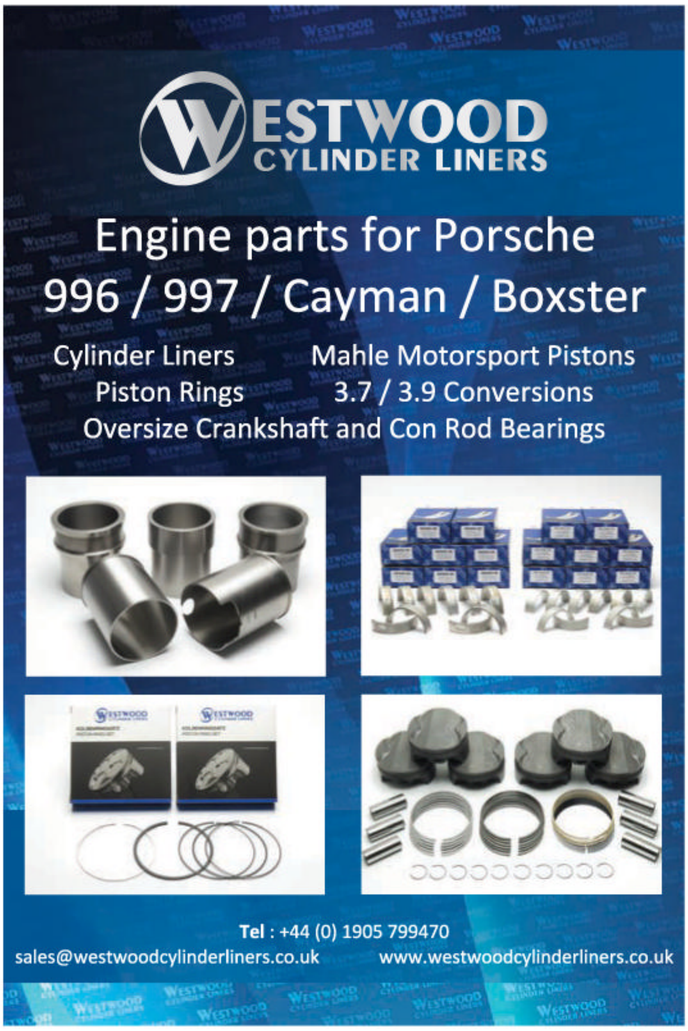

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DAN FURR
997 CARRERA 4S, 944 TURBO

Eight years after dragging my 944 Turbo out of the hedge serving as the car's home for more than half a decade, and after much recommissioning work, ownership has transferred.

RICHARD ROBERTS
991 GTS, 968 SPORT, 996 C4S

Contemplating parting with my 991 Carrera GTS. A new engine supplied by Porsche under extended warranty, plus fresh paint from Road & Race Restorations, tells me now is a good time to sell up.

RICH PEARCE
958 CAYENNE FACELIFT

Editor Furr has pointed me in the direction of 924s, 964s and 996s during the past month. Oh, and a classic 911 S imported from Japan and restored by the team at Canford Classics.

DAN SHERWOOD
996 GEN II GT3

A new set of N-rated Michelin tyres and a fresh MOT for the GT3 in advance of final drives of the season as autumn turns to winter and the days grow shorter. Looking forward to spring already.

CHRIS WALLBANK
981 GTS AND MACAN DIESEL

Giving my diesel-powered Macan some love in the form of a new boot liner and mats from Weathertech, as well as LED headlights, which I am about to order in time for next month's update.

PASTURES NEW

Dan Furr's eight-year journey with the 944 Turbo he rescued from hedgerow finally comes to an end with passing of ownership...

Above Gone, but not forgotten, the Guards Red coupe is utterly transformed from the condition Dan found it in, but further work is required to get the car totally tip-top

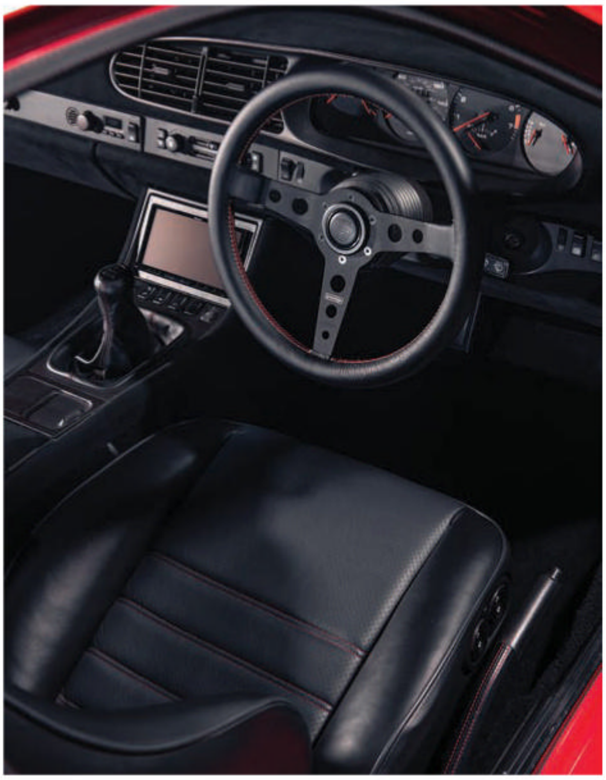
All things must pass, as George Harrison once sang. Ownership of the 944 Turbo I've been in possession of for the past eight years is no exception. I'll never forget events leading up to my acquisition of the car, which had been left out to pasture in its previous owner's garden. In fact, more than half a decade passed between the car retiring from the road and making its way to my home. During this time, heavy corrosion had set in and the local rodent population had made light work of massacring the engine bay. The sunroof seal was leaking, allowing water to have a go at killing the car from the inside out. Hedgerow parallel to the Porsche's temporary resting place had grown around the bodywork, necessitating shears to gain access. Make no mistake, this car was a mess.

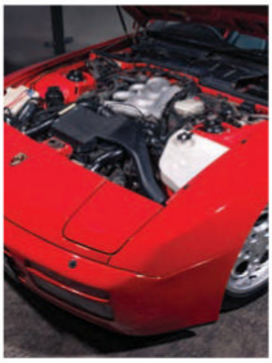
Still, it was a 944 Turbo and was being offered to me for peanuts. I reasoned it was worth buying the car and, if it really was as bad as it looked, I could sell its component parts. Desirable extras included Porsche-script door handles, wide-bolstered Sport seats and staggered 'Teledial' wheels. Also, this was one of only nineteen Turbos finished in Guards Red with a Linen interior in 1986. No M030 options, but I reasoned all chassis equipment would need replacing, anyway. As it turned out, absolutely everything needed replacing.

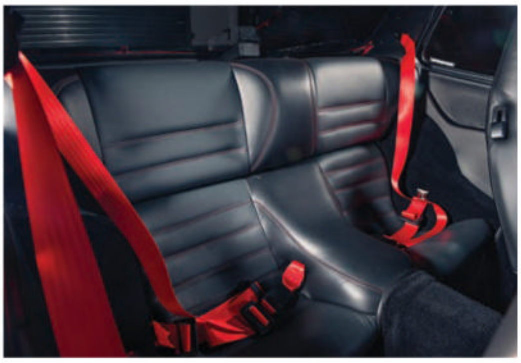
Indeed, after liberating the car from its resting place (not the most straightforward of tasks), it was delivered to my driveway, where I proceeded to slide a jack beneath the chassis and raise the body. It was clear the car's sills were shot to pieces, but this is true of pretty much every 944 at some point in its life. Word to the wise: if the work hasn't been taken care of, consider it only a matter of time. Inner *and* outer sills need to be attended to on these cars, which Porsche saw fit to provide without much in the way of underseal. Even paintwork clearcoat was an optional extra. Meh.

I pumped my jack (ooh, matron), but the car stayed where it was. I kept going. Ah, the jack has gone straight through the floor. Yeah, this was a particularly rotten Porsche. Little wonder, really. Leaving a classic or modern-classic P-car on grass for six years will have that effect.

News of my buy spread fast. Friends







Above and right
The Turbo's bodywork and interior are a world away from how they appeared eight years ago, the latter awash with Alcantara, red double stitching, perforated twin-tone leather and upgraded audio equipment

and magazine advertisers recognised the potential in bringing the car back to its best, with one company announcing on social media I was in charge of the "Cinderella of the Porsche world". Companies contributed parts and labour to not only get the car back up and running, but to enable an economically viable restoration. Bodywork, interior, electrics, audio, suspension, brakes, transmission, engine work. You name it, this car got it. There were plenty of hiccups along the way — the car frequently revealed itself to be in need of far more work than originally anticipated — but all concerned persevered, safe in the knowledge an early 944 Turbo was being saved from the great scrapyard in the sky. It was a matter of pride.

BEYOND COMPARE

The end result was a far cry from the scene I was faced with all those years ago. Glass-like paintwork and an interior heavily influenced by the design of modern Porsche GTS trim gave the car a stunning OEM-plus feel, so much so it was almost impossible to impress upon people just how bad the car was before any of the work was carried out. A dedicated exhibition stand to display the car the NEC Classic Motor Show — with key contributors to the project on-hand to talk through their involvement — was scheduled as a way of letting followers of the build see the car in the metal, but COVID-19 had other ideas and the show was cancelled. Magazine articles and the car's appearance in advertisements for commercial partners had to suffice.

A project as extensive as this always leaves plenty of jobs to be getting on with, no matter how much toil has been carried out. As my workload has become increasingly intense in recent years, the car has remained largely dormant. The jobs I promised to carry out have been continually kicked down the road. After selling my 968 Sport, I reasoned it was time to consider parting with the Turbo, allowing me to concentrate time on my 997 Carrera 4S. A conversation with a serial *911 & Porsche World* feature car custodian revealed his passion for the project and his desire to become the next owner.

A deal was done, ownership transferred. I have no doubt the car is in safe hands and will now be taken to the next level. Onward and upward. ●

SUBSCRIBE TO 911&Porsche World SEE PAGE 120 FOR DETAILS

BACK IN THE RED

Richard Roberts delights in the resurrection of his 991 GTS by commissioning fresh paintwork in advance of heading across Europe in his 968 Sport...

It has been a while since my last update. Not because I haven't had anything to say, but because I've been busy with a host of things, including a trip to the Pyrenees in my 968 Sport. More on that in a bit, but I'll get my customary moan about main dealers out of the way first.

If you're a regular reader, you'll know of the long-running saga with my 991 Carrera GTS, which has now been equipped with a replacement engine under extended warranty. Last time I wrote for these pages, I'd received the car back in my custody after months of being mucked about. Thankfully, the Carmine Red coupe was running perfectly once again. Happy days. Then the handbrake failed. Again. This, despite the system being 'fixed' by a new actuator a few months earlier. The car returned to my local Porsche Centre, where the standard 111-point check suggested the need for new brake discs and pads, front and rear. This, I was told, would fix the handbrake. Really? I pointed out the handbrake is actuated by rear shoes, rather than the pads. Oh dear.

I'll save you a rundown of the ensuing conversation. Needless to say, the Centre's service advisor continued to dig a hole for himself, talking absolute nonsense about how the handbrake in this car operates. It was embarrassing. I eventually spoke to the Centre's general manager (who has since left, along with countless other staff), who agreed I was being fed nonsense. Even so, I gave the go-ahead for replacement of the discs and pads (well, they had seen better days), as well as the shoes. All, so I thought, would be fixed.

Then the call came. A bleed nipple had snapped off the front left caliper. The Centre's technicians had tried to drill-out the broken part, but to no avail. A new caliper was required. It would cost £750. Not a warranty issue and no goodwill gesture, despite the car possessing meticulously observed servicing and maintenance

Above Early 991 Carrera GTS is one of the Porsche scene's best buys, offering a great deal of nat-asp 911 for the money

GTS
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Above and below
With a new engine in place and electrical gremlins finally fixed, Richard has handed his 911 to Road & Race Restorations for fresh paint

intervals, including all required brake fluid changes. I contacted Porsche's customer service team, who promptly agreed a goodwill contribution of five hundred quid, which goes to show it's worth kicking up a stink when the dealer isn't playing ball.

> GONE ARE THE DAYS WHEN CUSTOMER SERVICE WAS EXCEPTIONAL, DELIVERED BY KNOWLEDGEABLE PEOPLE WHO CARED PASSIONATELY ABOUT THEIR CLIENTS

I was away when the work was complete and paid the bill over the telephone. It was only when I got home and read the invoice I spotted the handbrake fault had, apparently, been fixed by replacing the nearside front brake pipe and corresponding bleed nipple. Really, Porsche? Not the rear shoes, then?

This just about sums up my experience of my local Porsche Centre. Gone are the days when customer service was exceptional, delivered by knowledgeable people who cared passionately about their clients, the brand and its products. Speaking to other owners and enthusiasts, it seems clear this landscape has been replaced across the bulk of the dealer network by management whose sole consideration is squeezing as much cash from customers as possible. This has led to recruitment of rude, inexperienced staff who know little of cars, let alone Porsches, and couldn't care less about getting things right. A shame, but I suspect this is a contributing factor in the manufacturer's recent drop in fortunes.

I digress. After having my 991's brakes sorted, it is now in the custody of manufacturer-approved body shop, Road & Race Restorations, where it is being treated to fresh paint, chiefly to combat the heavily stone-chipped front-end and the compromised appearance of rear quarter, where lacquer has come away. Porsche agreed to pick up the tab for the latter because the damage occurred while the car was in the aforementioned Centre's care. Road & Race Restorations has a rock-solid reputation for turning

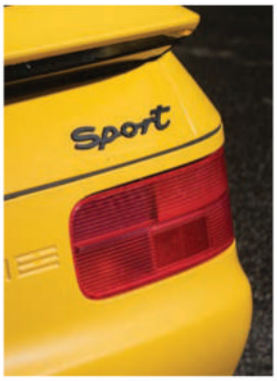
out first-class work, whether repair of accident damage or complete Porsche restorations. Furthermore, John and Tom Bradshaw, the father and son running the show, are totally approachable and very welcoming. I'll be reporting on the work in coming updates.

TRANSAXLE TALES

Back to the 968 Sport. My partner, Lisa, and I enjoy participating in historic rallying. We'd planned to the use the 968 for a trip to the Alps in 2024, only for the car to let us down the night before departure, when the car's cam position sensor failed. I did quite a lot of prep in advance of that trip, including plugs, leads, a suspension alignment and had a local independent specialist sort a persistent coolant leak. I'd used the car sporadically throughout the summer, but I could still smell coolant. Eventually, I traced the fault to a pipe about ten centimetres in length, running from a coolant rail to a disc valve. It looked fine from the top, but was frayed and leaking underneath. The specialist had put a new jubilee clip over the hole, rather than replace the part. I wasn't impressed. Anyway, I sorted the leak, installed a new Blaupunkt head unit and we were off, travelling Chester to Woking in order to meet my mate and his partner in their 1978 Mercedes-Benz 450 SLC, then to the LeShuttle terminal in Folkestone, on to Troyes and the rally start.

The drive down was a blast. The 968 Sport offers 240bhp and will quite happily sit at the same speed as a modern car all day long. The Merc is sixteen years older than the Porsche, but puts out 237bhp. It's a homologation special, with an all-aluminium five-litre V8, lightweight aluminium bonnet, a matching boot lid and unique spoilers to set it apart from the pack. It must have been quite a thing, back in the day. I will limit myself to saying both the 450 SLC and 968 Sport are remarkably well matched in a straight line, whilst leaving autoroute

Above and below An ace accompaniment to the GTS, Richard's 968 Sport served him well on a recent tour



Above We've said it before, but Speed Yellow is the fastest colour, right?!

Below Richard attempting to keep the three-litre coupe clean during the photo shoot with *911 & Porsche World* snapper, Ade Brannan

toll booths. Bends are a different matter — the 968's reputation for sweet handling and perfect balance is completely deserved.

I TRACED THE FAULT TO A PIPE ABOUT TEN CENTIMETRES IN LENGTH, RUNNING FROM A COOLANT RAIL TO A DISC VALVE

We had a blast getting to and around the Pyrenees, especially when joined by Belgian friends in their 986 Boxster S. The SLC was much better at turning fuel into noise, but I'd take the 968 over any of these cars. Oh, and we ended up in Bayonne and my Porsche managed to secure third place overall. Not bad.

Rally over, we headed to Biarritz and down the beautiful coast road to spend a night in San Sebastian, before getting the overnight ferry from Bilbao to Portsmouth. The 968 didn't miss a beat in more than two thousand miles, until we were nearly home and the hydraulic clutch didn't feel right, then the radio cut out and the dash lights went very bright. Two completely unconnected problems. Both rectified themselves — we weren't stranded, but I think the voltage regulator is on the way out. Thankfully, it's a low-cost, bolt-on item separate from the main alternator assembly. The clutch will be a slave or master cylinder issue, but at the time of writing, I've not looked at either. More frustrating, I had a slight mishap in a mountain car park and managed to scrape the car's rear quarter on a post. Another trip to Road & Race Restorations is required.

These minor problems haven't dampened my enthusiasm for the 968 Sport. It's a wonderful Porsche, one you can use daily, if you so desire. Lisa and I managed to survive the tour without the assistance of modern safety features, blind spot warnings and lane departure assist. It's amazing what you can do by using your eyes and brain.

For those of you who've been asking, yes, I've been quiet on the 996 Carrera 4S front, but rest assured I'll be penning an update shortly. ●

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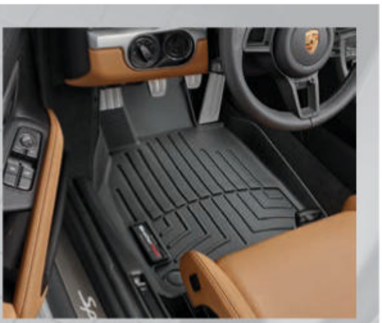

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alcantara. 17,000 miles **£66,000**

911 3.0T 991 pdk (18 - 2018)
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41,000 miles **£60,000**

911 991 2S 3.8 pdk cab (63 - 2013)
Basalt black with black leather
47,000 miles **£55,000**

911 997 GTS 3.8 pdk (11 - 2011)
White with black leather
50,000 miles **£52,000**

911 991 2S 3.8 pdk (62 - 2012)
Agate grey with black leather
59,000 miles **£48,000**

718 Cayman 2.5 GTS pdk (18 - 2018)
Carmine red with black leather/
alcantara. 37,000 miles **£47,000**

718 Cayman 2.5 GTS pdk (18 - 2018)
Agate grey with black leather/
alcantara. 36,000 miles **£47,000**

Cayman 3.4 (981) GTS pdk (64 - 2014)
Basalt black with black leather/
alcantara. 34,000 miles **£45,000**

911 (997) "4S" 3.8 pdk cab (10 - 2010)
Arctic silver with black leather
45,000 miles **£44,000**

718 Cayman S 2.5 pdk (18 - 2018)
Sapphire blue with black leather
22,000 miles **£44,000**

718 Cayman S 2.5 pdk (68 - 2018)
Carmine red with black leather
31,000 miles **£44,000**

Macan S 3.0 v6 pdk (20 - 2020)
Jet black with black leather
34,000 miles **£44,000**

911 (997) "4S" 3.8 pdk cab (10 - 2010)
Basalt black with black leather
61,000 miles **£43,000**

718 Boxster S 2.5 pdk (17 - 2017)
Guards red with black leather
27,000 miles **£42,000**

911 (997) 2S 3.8 pdk (09 - 2009)
Black with black leather
65,000 miles **£40,000**

911 (997) "2S" 3.8 pdk (59 - 2009)
White with black leather
54,000 miles **£39,000**

718 Cayman 2.0 pdk (67 - 2017)
White with black leather
19,000 miles **£39,000**

Macan 3.0 "S" pdk (19 - 2019)
Jet black with black leather/
alcantara. 30,000 miles **£38,000**

911 (997) "2S" 3.8 (57 - 2007)
Meteor grey with black leather
64,000 miles **£38,000**

718 Cayman 2.0 pdk (19 - 2019)
Basalt black with black leather/
alcantara. 40,000 miles **£37,000**

718 Boxster 2.0 pdk (68 - 2018)
Basalt black with black leather
40,000 miles **£37,000**

Cayman 3.4 S pdk (13 - 2013)
Basalt black with black leather
33,000 miles **£35,000**

911 997 3.8 2S (07 - 2007)
Cobalt blue with black leather
69,000 miles **£33,000**

Cayman S 3.4 pdk (63 - 2013)
Basalt black with black leather
64,000 miles **£32,000**

718 Boxster S pdk (67 - 2017)
White with white and black leather
58,000 miles **£32,000**

911 (997) "2S" 3.8 pdk cab (58 - 2008)
Arctic silver with black leather
54,000 miles **£SOLD**

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DRESS TO IMPRESS

There's no mistaking the latest entrant to Porsche's hallowed Heritage Design line, but is there more to the £187,700 Spirit 70 than natty threads?

Words **Matt Robinson** Photography **Robert Smith**

You'd be forgiven for thinking the 'sick' reference is an attempt to throw shade at the, er, unique colour covering the Spirit 70. Doing so, however, acknowledges how old you are and how the modern vernacular adopted by our new SEAT friends has passed you by. Not us. We're down with the kids. We're therefore able to confirm they're big fans of this Porsche.

Not that the 911 has ever failed to command attention. Any version of this venerable sports legend is an object of desire, but clearly, with the Spirit 70, we're moving to new levels of extrovert attention-seeking. And this, if we cut to the short of it, is key to understanding the new limited-edition model, which is based on the second-generation 992 Cabriolet. You see, if you focus too hard on precisely what lies beneath the Spirit 70's garish livery, you might very well ask yourself why you shouldn't save yourself forty grand and stick with the Carrera GTS T-Hybrid soft-top.

In order to reach a decision one way or another, it's probably worthwhile us outlining the Spirit 70's exact purpose in life. In the plainest terms, it's a 992 Gen II Carrera GTS T-Hybrid Cabriolet with some fancy stickers, an unusual paint job and an eye-swirling interior harking back to the decade when disco and massive flares were all the rage. For Porsche aficionados, though, this is the third instalment in a proposed run of four special 911s in the Heritage Design series.

Heralded by the arrival of the 911 Targa 4S Heritage Design Edition of 2020, Porsche promised a quartet of these decade-celebrating specials would be coming in the "near future". Zuffenhausen has remained true to its word. Following on from the Targa was the 911 Sport Classic. Next up the ramp is the Spirit 70, leaving just one more model to come, hopefully before the 992's time on production lines is up. Here's a thought: perhaps the next Heritage Design model could be based on a GT3? An evolution of the modern 911 S/T, perhaps?

The idea behind each of these Heritage Design cars — all carefully curated by Exclusive Manufaktur — is to pay tribute a particular era in Porsche production history, all while creating a new flavour of 911 in restricted numbers and with an elevated price tag designed to tempt collectors. These cars are like the 992 equivalents of Fabergé eggs. As mentioned, the first in the series was based on a pre-facelift 992 Targa 4S, was restricted to just 992 units (d'ya see what Porsche did there?) and came in at £136,643. A standard Targa 4S was circa £110,000 before options. In its cherry metallic paint, complemented by retro graphics and an Olea Club leather interior in Atacama Beige, this semi-open-top 911 was designed to channel the spirit of the 1950s and early 1960s.

Jumping forward to this car, it's much the same recipe, only we're two decades down the line. The Spirit 70 is founded on the current 911 Cabriolet and makes use of the Carrera GTS T-Hybrid drivetrain, but with drive solely going to the rear wheels, rather than all four corners. The paint is Olive Neo, supposedly exclusive to this 911 and no other. We assume the wild graphics, including a huge 911 emblem on the nose, are to remind you and other road users this is not a 718. Big 70 decals are stuck to the doors. There's a bespoke Spirit 70 nameplate on the rump of the car, and a round Heritage emblem up on the engine cover, paying tribute to the original badge of honour bestowed upon 356s after achieving sixty-two thousand miles of motoring. Once upon a time, such achievements were impressive.

Thing is, other than the paint and the astonishing Pasha-tastic interior, which extends to the interior of the glovebox and was used to trim the mat in the front cargo bay, Porsche hasn't really done anything to the Carrera GTS T-Hybrid Cabriolet, either mechanically or as far as power is concerned. The Spirit 70 is essentially the same car. Admittedly, it's limited to just 1,500 units worldwide, is presented in a jazzy colour scheme and rolls on centre-lock Fuchs-style wheels rendered in a colour named Bronzite.

THE SPIRIT 70 CAN SPRINT TO 62MPH FROM REST IN JUST 3.1 SECONDS, RUNNING TO TOP SPEED OF 194MPH

COUNTING THE COST

This 911 is yours for a £39,800 premium over the 'regular' GTS drop-top, but is there enough here to justify the hefty financial uplift? Will the relative rarity of the Spirit 70 play in its favour? Are our misgivings about commemorating the fashions of the 1970s coloured by the car we've skipped over while recounting the Heritage Design lineage?

Yep, the 'middle' Heritage Design car of the current three-strong family was 2022's astounding Sport Classic. Styled to honour the 1960s and early

Facing page
The limited-run 911 Spirit 70 is painted an exclusive colour named Olive Neo

1970s, this was a 992 Turbo Coupe, bringing the highest performance yet seen from the Heritage Design canon. This wasn't just a Turbo in glitzy colours. Instead, Porsche stripped out the front driveshafts and gave the 543bhp monster a seven-speed gearbox. While the then £214,000 asking price was far from what most of us consider a bargain, the car felt worth every penny because there was no alternative way you could procure yourself a rear-wheel-drive, three-pedal 992 Turbo other than bagging one of the 1,250 Sport Classics.

This is where we think the Spirit 70 might have stumbled a tad, which isn't to say it's a bad car, because it is far, far from being such a thing. It is, as we've already stressed, a new Carrera GTS T-Hybrid Cabriolet, complete with 534bhp 3.6-litre part-electric drivetrain, which is a revelation in any 911 to which it is fitted. Here, it makes for a Cabriolet so blinkin' quick, the impending 911 Turbo S soft-top, complete with its own twin-turbocharged take on the T-Hybrid gear (resulting in power beyond the seven-hundred-ponies barrier), is sure to be redundant. Despite the Spirit 70 being more or less the heaviest production 911 yet to see the light of day — well, with the exception of the 992 Targa 4 GTS, running the same hybridised drivetrain and tipping scales at a portly 1.8 tonnes — the Spirit 70 can sprint to 62mph from rest in just 3.1 seconds, running to top speed of 194mph.

Truly remarkable numbers, which simply don't convey just how mind-bendingly fast the Spirit 70 is in the midrange. It's bonkers how violently this brown-green 911 Cabriolet can explode forward when already rolling at between 40mph and 50mph. With the non-existent lag of the 'e-machine' T-Hybrid gear working with one of Porsche's superb eight-speed PDK gearboxes, you can use full throttle with a great deal of circumspection.

When you unleash the phenomenal petrol-electric powertrain, you're

Above and below
Styling is the order of the day, but is the Spirit 70 hit or miss?

911 Spirit 70

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Above At its core, the 911 Spirit 70 is a standard Carrera GTS T-Hybrid Cabrio in fancy dress

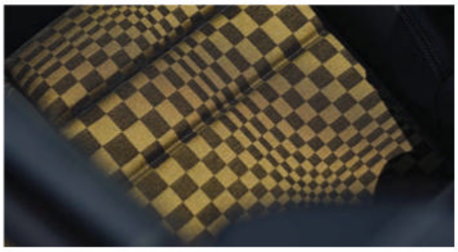
greeted to one of the best Porsche flat-six soundtracks we can think of, certainly this side of the yowling majesty produced by the four-litre normally aspirated powerplant in a present-day GT3. The Spirit 70 (or, indeed, any 992 Gen II Carrera GTS) is more vocal and more grumbly at low revs than the three-litre 9A2 boxer you'll find in any other Carrera-badged 911 in Porsche dealer showrooms, transforming itself into a hollow, metallic, barking roar as it closes in on the 7,500rpm redline. It leaves you with the enviable dichotomy of having to temper excessive movements of your right foot in order to protect your driving licence from the T-Hybrid's propulsive machinations, all balanced against wanting to hear the sweet soundtrack from the centre-exit exhaust as the 911 properly clears its lungs. In other regards, this is every bit a Carrera GTS Cabriolet, which is to say this 911 is dynamically glittering. It blends decent ride comfort and rolling refinement, meaning you hear less roar from the large, 315-section Pirelli P Zero R rear tyres when you've got the hood down.

This 911 delivers the kind of sharp, incisive and rewarding handling once nothing but a pipe dream for drivers of al fresco 911s. Granted, the Spirit 70 isn't quite as fabulous in corners as any current 911 Coupe, but it's not far off. Put it this way, a test in a new 992 Targa 4 GTS with the same engine proved the Cabriolet has clear kinematic supremacy. It's a truly fabulous sports car, by anyone's reasonable rationale, even if the Targa might be a little bit cooler.

The asking price for the full open-top GTS starts at £147,900. While trying to make logical financial decisions when talking about six-figure luxury sports convertibles might seem daft, it cannot be argued the near £40,000 you'd save by buying the standard GTS won't afford you the opportunity to indulge in a fair amount of Porsche personalisation and chassis options.

TECH SPEC

Model	911 (992 Gen II) Spirit 70
Engine	3,591cc turbo flat-six petrol with electric motor and eTurbo
Transmission	Eight-speed PDK semi-automatic gearbox, rear-wheel drive, PTV Plus electronically controlled limited-slip differential
Power	534bhp at 7,500rpm
Torque	450lb-ft at 1,950-5,000rpm
0-62mph	3.1 seconds (Sport Chrono)
Top speed	194mph
Economy	26.2-26.5mpg (combined)
CO_2 emissions	242-245g/km
Kerb weight	1,750kg (EU)
Length	4,553mm
Width	1,852mm (excluding mirrors)



Above Pasha has made something of a comeback in recent years, but the jury's out on this particular colour scheme

IT'S UNDOUBTEDLY A MAGNIFICENT SPORTS CAR, BUT THEN SO IS PRACTICALLY EVERY OTHER NEW 911

You'd likely have changed leftover, too. Indeed, we could make the very good argument a nicely optioned Carrera Cabriolet (from £113,700) would do much the same job as the Spirit 70, albeit without the haymaker hit of the superb T-Hybrid system.

Ultimately, we feel Porsche has missed a trick by not giving the Spirit 70 the same menu of mechanical options as its predecessor, the Sport Classic. It's not as if the GTS is a slow car, but extra power to justify the Spirit 70's forty-grand uptick might have helped matters no end, as would installing Porsche Ceramic Composite Brakes (PCCB) and/or Porsche Dynamic Chassis Control (PDCC), both considerable four-figure extras on this Heritage Design Cabriolet. As it is, when you boil it all down, the Spirit 70 really is nothing more than a GTS Cabriolet with unusual aesthetic details. You may wholeheartedly buy into this premise, or the one-of-few-units nature of the car, or the simple fact it's a proper Porsche Exclusive Manufaktur vehicle in a way a stock GTS soft-top will never be, irrespective of how much individual equipment is thrown at it. You may be further swayed by the fact there's a special wristwatch you can buy to accompany the car. It's a timepiece reserved purely for buyers of this Olive Neo confection and is priced at twelve thousand pounds.

For us, the Spirit 70 remains something of a curiosity. It's undoubtedly a magnificent sports car, but then so is practically every other new 911. Importantly, most don't require a hefty £187,700 outlay to get into the driving seat. Perhaps we're missing the point? Clearly, the lads driving up the M1 in a SEAT knew they were looking at something special.

If you feel the same way, there's absolutely no reason to avoid the Spirit 70. We're hoping, though, the final Heritage Design 911 (revering the 1980s and early 1990s) will somehow recreate whale-tail wildness, but in modern form. Fingers crossed it's as sick as we've made it sound. ●

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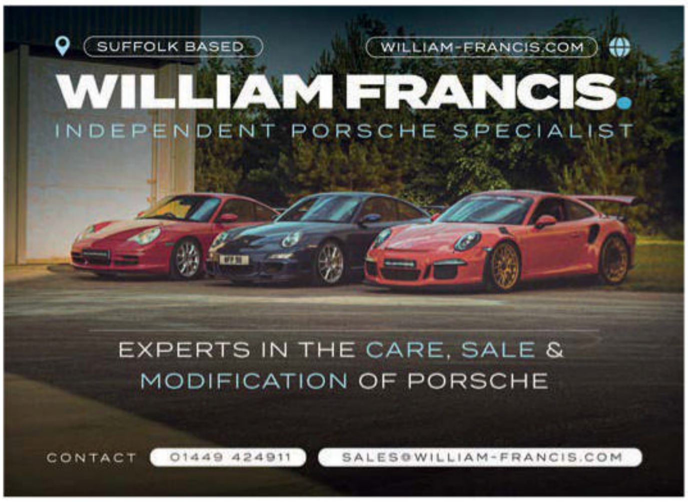
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AUCTION NEWS

Iconics Auctioneers held its highly anticipated Iconic Sale at the NEC Classic Car Show just as we were sending this magazine to press. Herewith the event's strong performers...

November is a busy month on the Porsche calendar. Motorsport championship victors are crowned, show season kicks off and auction houses offer what seems like a surge in available cars as winter creeps into view and the year's long, sunlit driving days draw to a close. The month's Specialty Equipment Market Association (SEMA) Show attracts crowds from all over the world to Las Vegas, while the UK plays host to the Classic Car Show, held at the National Exhibition Centre.

A RARE OPPORTUNITY TO ACQUIRE A UNIQUELY SPECIFIED AND BEAUTIFULLY FINISHED 911 SC TARGA RESTOMOD

This celebration of classic and modern-classic motoring never fails to impress, with sales specialists, officially recognised enthusiast clubs and a wealth of component manufacturers gathering together for what many consider a highlight of the show season. Fittingly, one of the year's most highly anticipated auctions takes place at this event, namely the Iconic Sale, held by Iconic Auctioneers (formerly known as Silverstone Auctions). As you'd expect, Porsches are a common sight on the lot list, but sale prices are far from predictable, as this year's auction demonstrated just as this magazine was heading to print.

Let's start with a car getting our Facebook audience excited. We're talking about the decidedly purple 911 SC Targa personalised by classic Volkswagen and Porsche restoration business, Classic Car Revivals, serving as a demonstration of what the business is capable of. Loaded with a 3.2-litre flat-six and having covered just 539 miles since completion, this semi-open-top air-cooled 911 rolls on custom three-piece billet alloy wheels by the Augment Wheel Company. The interior is a work of art in its own right. Bespoke-trimmed by Auto Interiors using premium Spinneybeck leather, the cabin features a four-colourway design paired with black carpets and is equipped with GPS and DAB receivers.

The original three-litre engine was rebuilt and upgraded to 3.2-litre specification by marque indie, JAZ, at a cost of around £22,000. The five-speed Type 915 manual gearbox was fully stripped, rebuilt and detailed. Suspension has been renewed or refurbished front and rear, incorporating 911 Turbo (930) tie rods, rear shock reinforcement plates and Powerflex bushings throughout. Retardation is courtesy of custom built four-piston calipers loaded with Black Diamond drilled and grooved discs clamped by performance pads.

A rare opportunity to acquire a uniquely specified and beautifully finished 911 SC Targa restomod by a respected builder, this one-off 911 combines classic Porsche charm with meticulous engineering, modern usability and bespoke craftsmanship. It shifted for an impressive £112,500, some four and a half grand more than the sale's 1990 964 Carrera 4. A UK-supplied (C16) right-hand drive fourby fitted with the desirable Getrag manual gearbox and with only 22,686 miles covered from new, this Grand Prix White 964 is fresh to market and is showing only two former keepers on its logbook. The car has been a key inclusion in a couple of private collections during the past few years, spending long periods off the road. Consequently, the most recent service was carried out by Falcon Porsche

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Automotive Engineers in 2016, when the odometer displayed 22,560 miles. In preparation for the sale, the vendor promised to get the car serviced, thereby offering the winning bidder peace of mind. With a final sale price of £108,000, we'd class that as job done.

A gorgeous 1973 911 S 2.4 finished in special-order Gemini Blue Metallic also caught our eye. According to the Porsche archives, chassis 9113300773 was manufactured in January 1973 and supplied new by AFN Limited, when it was first registered as PYN 82L.Today, this special 911 presents beautifully, complete with black leatherette Recaro sports seats. The Porsche retains its 'matching numbers' engine, first registration and an overall sense of originality and integrity. This blue beauty hit the Iconics Auctioneers sale fresh from a private collection of landmark classics and is accompanied by an extensive history file, including a wealth of invoices, original handbooks, detailed ownership records, old MOT certificates and various other supporting documents. Over the years, the car has been cared for by some of the best names in the business, including Autofarm. Needless to say, it didn't have any trouble commanding £180,000.

Much lower down the Porsche price spectrum, but no less impressive, is the event's late 2.7-litre 944 Lux, which benefits from a glass-out respray in stunning Velvet Red and diligent maintenance. Supplied by Coopers of Exeter on 1st January 1989, this terrific transaxle was optioned with headlamp washers, front fog lights, an alarm system and ABS braking. It retains its rare and original Porsche sunroof bag.

The original book pack includes evidence of comprehensive servicing, whilst the history file includes additional historic maintenance receipts, the most recent of which was by authored Porsche specialist, Parr. The firm was commissioned to carry out a major cambelt service (£2,791) in 2023, less than 239 miles ago. The four-page document outlining the glass-out repaint is the most noteworthy, however, largely on account of the work costing some £13,000. Described by the Porsche Club of Great Britain as "very well-presented and fully restored", this nifty 944 arrived at auction with an odometer reading of 80,409 miles, a Porsche Certificate of Authenticity and an advisory-free MOT certificate valid until July 2026. The sale price? £23,000.

Other Iconics Auctioneers sale highlights included an ex-California 1975 911 S fully restored in 2010 and recreated as a faithful Carrera RS 2.7 replica in Gulf Blue (£56,250), a 1980 911 Turbo finished in Copper Brown Metallic with a tan Pasha interior (£94,500), a 1997 993 Targa with Tiptronic transmission (£42,750), a 1994 manual 993 Cabriolet in a lick of Grand Prix White (£37,500) and a 1972 911 T rebuilt as a tribute to the original 911 S/T, work generating bills totalling £232,000. Perhaps the auction's best buy, the car sold for £114,750, almost half what the seller spent in order to have their dream of Porsche personalisation realised.

Arguably the sale's most exciting lot was the much-hyped 1995 993 Turbo Cabriolet. One of fourteen examples specially commissioned via Porsche Exclusive Manufaktur and offering the best of the 993 and the 964, this was an extremely expensive 911 drop-top when new. One of only five configured in right-hand drive and finished in Amaranth Violet, this beautiful, rare, fast and undoubtedly significant addition to any collection of important Porsche models sold for an eye-popping £805,000. Somebody out there really likes purple 993 Cabriolets.

A 2015 981 Boxster Spyder (£54,000) and a 1989 Carrera 3.2 Sport (£49,500) attracted plenty of bids, but purple Porsches ruled the day. ●

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DEALER SPOTLIGHT

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Continuing our series looking at the cars currently available from independent Porsche dealers, we head to Knaresborough and visit RPM Specialist Cars...

Words **Dan Furr** Photography **Ben Roberts**

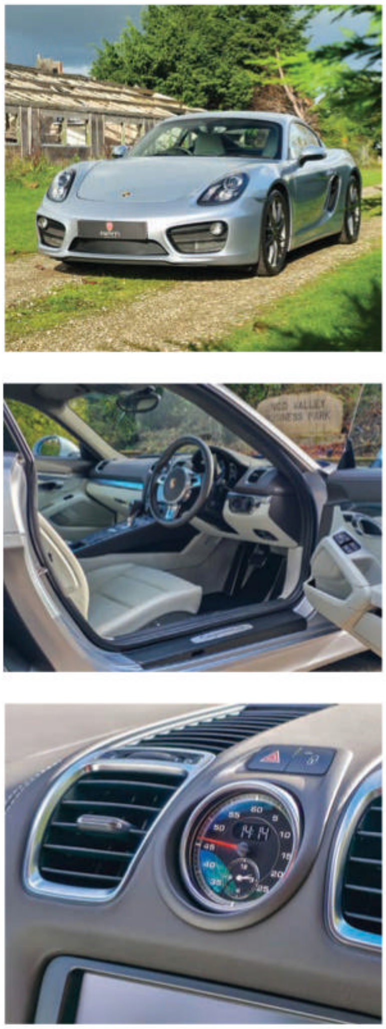
2026's BEST BUYS

Above Prices for the early GT3 dropped during the past eighteen months

Located on Nidd Valley Business Park on the outskirts of Knaresborough, North Yorkshire, RPM Specialist Cars is a dedicated Porsche sales, repair and maintenance business with a solid reputation for delivering a professional, main-dealer level of service, but with a personal touch exuding the kind of passion for Porsche only possible from true enthusiasts of the marque. As is the case with the RPM Specialist Cars workshop, which caters for all ages of Porsche, the firm's stock of sales cars is diverse, although company co-owner, Nick Roberts, confirms a noticeable generational shift in recent years — the majority of the company's current customers buy or already own modern water-cooled Porsches. "As dyed-in-the-wool petrolheads, we love to work on early air-cooled Porsches, as well as cars from the manufacturer's transaxle family of products, but good examples are becoming increasingly rare and correspondingly expensive," Nick tells us. "It's only natural to see the cars owned by our client base shift toward Porsche's more accessible modern water-cooled models. They're abundant and represent a more practical Porsche for everyday use."

Even the hallowed GT3 line, soon to celebrate its twentieth anniversary, presents 911s capable of being used on a daily basis, as demonstrated by the Arctic Silver Metallic 996 GT3 currently in the RPM Specialist Cars showroom. Originally supplied by Porsche Centre Five Oaks (Jersey) in March 2000, this is a UK-specification (C16) car and has

Above Red leather interior is striking against white paint



Right Mid-engine layout offers superior chassis dynamics over the rear-engined 911

covered just 57,917 miles from new. Powered by the legendary 3.6-litre 'Mezger' flat-six, delivering 360bhp and paired with a six-speed manual gearbox, this silver stunner delivers the kind of unfiltered and focused driving experience highly regarded among Porsche purists. With no interfering driver aids, such as Porsche Stability Management (PSM) or traction control, this early iteration of GT3 will reward skill and engagement at every turn.

This particular example is equipped with leather bucket seats, eighteen-inch Sport Design wheels, a CDR-22 head unit, air-conditioning and the factory Aerokit, making for a beautifully original and well-specified GT3 capturing the essence of Porsche's motorsport DNA. Maintained from new by Porsche Centres and respected independent marque specialists, this superb example of the breed is being offered at a totally reasonable £66,995. This gorgeous 911 will undergo the usual full pre-sales inspection RPM Specialist Cars affords all its sales stock, and will be treated to a major service in the firm's workshop. Furthermore, the car will be given a full interior and exterior detail, including multi-stage paint correction and a coat of protective wax.

The next 911 catching our eye at RPM Specialist Cars is a first-generation 991 Carrera 4S finished in glistening white over a bright red interior. Powered by a 3.8-litre flat-six producing 394bhp, capable of accelerating from rest to 62mph in just 4.5 seconds and reaching top speed of 185mph, this open-top beauty comes with a colour-coded roof matching the interior, the assurance of Porsche's all-wheel drive system and the precision of active chassis technology. In short, this PDK-equipped Cabriolet offers the ideal balance between open-top excitement and everyday practicality.

FOND OF FRESH AIR

Few cars deliver the blend of style, performance and open-top freedom quite like the 991 Carrera 4S Cabriolet. With its wide-body stance, distinctive colour combination and unmistakable flat-six soundtrack, this flavour 911 exudes glamour, as its first owner recognised when ordering the car from Porsche Centre Cambridge in November 2013. Since then, the car has covered just 26,201 miles and remains in outstanding condition throughout.

Maintained by Porsche Centres Cambridge and Hatfield from new, this

Above One of the last normally aspirated Carreras, the early 991 GTS is a high point in the 911's colourful timeline

wonderful white 911 is being offered by RPM Specialist Cars at £59,995 and will be supplied to its new owner with the care package outlined when describing the 996 GT3 on the previous pages.

For those who like their Porsches mid-engined, Nick's team is offering a superb example of the 981 Cayman. Finished in GT Silver Metallic with a black leather interior and having covered 52,529 miles from new, this PDK-kitted Cayman presents very well and reflects careful ownership and consistent maintenance.

Powered by a 2.7-litre normally aspirated flat-six, the Porsche produces near 275bhp. The mid-engine layout provides excellent weight distribution and handling balance, allowing the car to feel composed and responsive in all conditions. With a zero-to-62mph time of 5.6 seconds and top speed of 164mph, this is a Porsche offering performance as impressive today as when the car was new. First delivered by Porsche Centre Reading in March 2014, it remains in excellent overall condition and continues to represent one of the most rewarding sports coupes in its class, much like the first-generation 991 Carrera GTS currently in the RPM Specialist Cars showroom. A 2015 build finished in timeless Carrara White with an interior trimmed in both black leather and sumptuous Alcantara, this generation and specification 991 remains one of the Porsche scene's best buys, presenting one of the last normally aspirated Carreras before Porsche switched the entire model range to forced induction and smaller-capacity engines. Powered by a normally aspirated 3.8-litre flat-six producing 424bhp and married to a seven-speed PDK transmission, the car accelerates from standstill to 62mph in four seconds, pressing on to top speed of 190mph. As the final normally aspirated GTS in 911 lineage, this model is widely regarded as a high point in Porsche's evolution of the everyday sports car, offering a rare balance of performance, usability and driver involvement from a modern 911 not relying on turbocharging for giggles. Supplied new by Porsche Centre Guildford in December 2014, this GTS displays a scant 33,009 miles on the clock and remains in correspondingly excellent condition throughout. Budget £68,995.

> THIS GTS DISPLAYS A SCANT 33,009 MILES ON THE CLOCK AND REMAINS IN CORRESPONDINGLY EXCELLENT CONDITION THROUGHOUT

RPM Specialist Cars also boasts a variety of low-mileage Macans in its showroom, offering greater practicality for those needing more luggage space. For further details on all of the company's sales stock, hop online and visit *rpmspecialistcars.co.uk*. ●

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CARS FOR SALE

1973 PORSCHE 911T 2.4L CSI TARGA

£119,995. It is in spectacular condition throughout and a very rare car. First owner until 1975. Second owner 1975 until 2015. Third owner 2015 until 2017. Fourth owner bought the car from ourselves in 2017 and kept the car at his holiday home in Italy. Fifth owner bought the car from ourselves in 2021 and kept it in his holiday home in France until recently. Meticulously maintained and always garaged. Completely restored in California in 2014 covering around minimal since. Finished in its original colour combination of classic Aubergine with beautiful Beige interior and removable Black targa top. Porsche COA on file. Fitted with many rare options: Factory air conditioning. Factory 4-speed sportomatic transmission and much more! Original CSI engine (Continuous Injection System) Bosch K- Jetronic injection engine makes this a very rare car. In 2016 the car had £8000+ spend at Paul Stephens and £1200 at Prill on service, tuning and improvements to include AC Compressor which now works faultlessly and ice cold. LED front lamps. UK spec front and back over riders etc. Please call 01765 609798, North Yorkshire

PORSCHE 911 CARRERA TARGA

£9,000. 1988. Black, on SORN for ten years, needs work, 911 reg no. Please call 01962 862661, South East

10446

2001 PORSCHE 911 CARRERA 4 CABRIOLET MANUAL

£31,000. 3.4 litre 996 Model. One owner from new in St Johns Wood where the car has been garaged from new. This car has been sparingly used & has covered just 27,000 miles from new, used by the first & only owner during his trips to the UK. This is a very high spec car with all sorts of extras when new. The car comes in a very deep special order metallic purple paintwork which appears almost black in the evening light. Having been garaged the paint is in very very good condition. The interior is black leather to the front & rear seats. The car sits on four unmarked lattice style alloys wheels shod with 4 good tyres. Servicing has been carried out by main dealers HR Owen & also by Porsche Chiswick. A Hampstead Porsche specialist has also serviced the car several times. Now being sold due to lack of use in the last three years, the car is about to have a major full service on October 9th at noted dealer JZM of Kings Langley to make the car absolutely ready for its next lucky owner. In the last 10 years the car has covered a scant 3,000 miles on the occasions when the current owner visits his London Pied a Terre. New front discs & pads were fitted just a couple of hundred miles ago. You have to see this car to appreciate the condition. The engine bay is mint & looks like new with a total absence of any corrosion. The front boot has the original wind deflector stowed in its protective bag & also the tool roll & book pack. A Pioneer sat nav/communications centre has been installed to the middle of the dash with a nod to modernity. Please call 07967 260 673, Northampton

PORSCHE 911 S 2DR PDK

2020, £78,995. Porsche 992 C2S Convertible for sale finished in Crayon PPF. A truly immaculate example with just 20000 miles on the clock. Full Porsche service history. This car has been colour changed with PPF so it is black underneath. Nothing to hide! The previous owner just fancied a change up so it can be removed and put back if needed. Specification as follows: Heated Red leather seats, 20/21 inch alloy wheels finished in gloss black, sports chrono package, sports exhaust system with black tips, Red brake callipers. If you would like to see a video of this car or for more information please call Rob on 07730979259, Essex

PORSCHE 911

POA. Porsche 996 widebody. Year: 2005. Colour: Grey. Transmission: Manual. Mileage: 86,258. Interior: Black leather. Very desirable and with complete service history and just 1 former keepers. Large folder full of receipts. This one drives amazing I have had a few so know them well, more details when I get time but please do ring us for more details. Fuel type: Petrol. Engine size 3600. Body type: Coupe. Colour: Silver. Transmission: Manual. Date of first registration 01/03/2005. Please call 01564 824414 or 07595 021 777, Alvechurch

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PORSCHE 911 996 C4S

2002, £14,000. This prized possession has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. Recently benefited from all belts and pulleys being replaced with all fresh fluids including gearbox and a general tidy up of the brakes and suspension systems. Please do not let the mileage put you off as this vehicle has been very well cared for during its enthusiast ownership. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit due to preventative measures taken in addition to its regular service cycles. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. Please call 07989961039, Leicestershire

11261

PORSCHE 912

1967, £57,500. Champagne Yellow and black vinyl interior. California import, rust free and unmolested survivor in wonderful original condition. Serviced, MOT'd and registered in UK - new battery, brake calipers, master cylinder, headlights, UK indicator lenses etc. First registered 18/07/1967 in San Rafael, California, three owners, imported to UK in 2017 and dry stored. Complete documentation, service history and every receipt since 1969, service book, original owner's manual, original key fob, plates, hubcaps and even the touch-up paint tin. An exceptionally complete and original California survivor in wonderful rust-free condition. Please call 07949105338, London

11335

PORSCHE 1996 993 CABRIOLET

1996, £42,000. Varioram engine, black leather, new hood, clutch and flywheel, top end engine rebuild, full history, new wheels and tyres, tracker, immobiliser, 2 keys, 136k miles, one owner since 2003. £42,000 ono, will be sold with full MOT. Please call 01384 410879 or email: club_autosport@outlook.com.

1978 3.0 SC 2.7 RS RECREATION

£75,000. Everything is new and that means everything, SSI exhaust, MOT and tax exempt. £75,000, you could not buy the parts to build this car for that. Please call 01384 410879 or email: club_autosport@outlook.com.

PORSCHE 914-6 GT TRIBUTE JAGERMEISTER LIVERY

1971, £57,995. This car is a superb, rust free evocation of the Porsche 914-6 GT. Finished in the famous Jagermeister Livery, the car was imported to the UK from the USA around 2008, already fitted with a period correct 2.0 911 6 cylinder engine. This DSD Motorwerks Jagermeister Porsche 914/6 GT replica build rides on Minilite wheels with sticky modern tyres. The bright orange paint is complemented by a Conda Green roof panel, which of course is removable on 914 road cars. The lightweight trim is simple, as befits a stripped-out road racing replica. Please call 01245 248888, Essex

PORSCHE 944 S2

1990, £14,495. Finished in Tuerkisblau / Blue Metallic (LM5M). Linen Leather with Blue Piping & Two Tone Dash set off the interior beautifully. Presented in immaculate condition throughout with only a few minor marks representative of age and mileage. Fresh from a full health check, MOT, service and cambelt at Sam Lander Porsche Specialists. Great history file. Everything works throughout the car including the Sunroof. Dash does have the usual small cracks. Please call 01765 609798, Yorkshire and the Humber.

1991 PORSCHE 944 S2

£17,995. A fully-sorted 3-litre 944 S2 in wonderful condition. An 101,300 mile car with the present owner since August 2017 with a file full of history dating back to 1997. Upon purchase in 2017 the sills were found to be rusty and were completely refitted and the rest of the car painted to a very high standard. The current owner has since maintained the car very well including new timing belt, balance shaft belt and all pulleys, new chain slipper pads and cam cover gasket, an oil and filter service and new drive belt all in March 2024 at 100,600 miles. Brake calipers were reconditioned in 2020 with a new rear main oil seal fitted at the same time. Alpine white (L90E) with black leather (trim code LT), comfort seats, 8 way adjustable seats, remote central locking, electric windows, mirrors and seats, electric removable sunroof with sunroof bag, headlamp wash, Blaupunkt Milano CD player, alarm system, fog lights. In wonderful condition throughout, the paint is uniform and bright, with no dings, dents or scratches, the wheels are unmarked, the interior is in fantastic condition with no cracks to the dash, the seat leather is superb as are the steering wheel and gear knob – stunning everywhere inside. Under the bonnet is very clean as is the boot complete with its fabric parcel shelf. Please call 07711 645 465, Oxfordshire

PORSCHE BOXSTER S

2007, £14,995. A modern Classic, two owners, low mileage Porsche Boxster S 987 2nd generation model, 3.4 litre flat six cylinder engine in good condition, garaged. Basalt Black finish, Black leather interior finish with switchable heated ruffled leather seats, Guards Red seat belts. Electric foldaway weather tight roof, openable and retractable at low speed. Car comes with weatherproof, lockable full cover for outside/inside storage and personalised registration. Vehicle registered: 01/09/2007. Please call 07818407817, Oxfordshire

10573

PORSCHE BOXSTER S (987)

2009, 66,059 miles, £19,995. This is a 3.4 litre model with 6 speed manual gearbox. Full book pack, 2 keys and a good service history. Please call 01234 750205, Bedfordshire

BOXSTER SPARES OR REPAIRS

1999, £1,500. Project. Runs just, possibly coil packs. No MOT on SWORN. Please call 07791084109, Cornwall

10603

PORSCHE MACAN GTS 5DR PDK

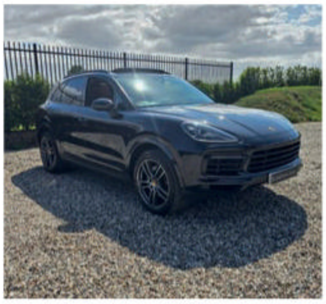
2017, £29,995. Finished in metallic Agate Grey with full black interior and a full Porsche service history. A very nice example and long ownership with previous lady owner. Specification as follows. Heated electric seats, BOSE sound system, chrono package, 20 inch spider design alloy wheels, front and rear parking sensors with rear parking camera, cruise control, climate control, electric folding mirrors, switchable sports exhaust system, black headlining. We offer great rates of finance and welcome any part exchange. For more information please call Rob on 07730979259, Essex

PORSCHE 968 COLLECTIBLE AVAILABLE

1995, £18,000. This prized possession has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit. We have enjoyed having this unmolested example as part of our fleet for a fair few years and is now ready to go to a new home. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. The smooth selection from the automatic gearbox matched with its paced driving capability takes this collectible into a class of its own. Has to be seen to be appreciated. All genuine enquiries and offers considered. Please call 07989961039, Leicestershire

11260

PORSCHE CAYENNE 5DR TIPTRONIC S



2018, £32,995. Finished in metallic Basalt Black with Dark Red leather seats. This car has a great specification over and above a standard Cayenne as follows: Heated and chilled electric 18 way memory seats, panoramic glass sliding sunroof, BOSE sound system, heated GT steering wheel, privacy glass, rear parking camera, climate control, cruise control, extended leather package, gloss black exterior package. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259, Essex

3456

PORSCHE 930 TURBO

£130,000. Year: 1984. Colour: White. Transmission: Manual. Mileage: 63,492. Interior: Black leather. Iconic 1980's super car. A matching numbers car, well maintained and serviced and complete in everyway. Very desirable and with complete service history and just 3 former keepers. Large folder full of receipts. This one drives amazing I have had a few so know them well, more details when I get time but please do ring us for more details. Now Mot and Tax exempt. For more details and pictures please ring us. Comes with Private plate TUR90 W. Please call 01564 824414 or 07595 021 777, Alvechurch

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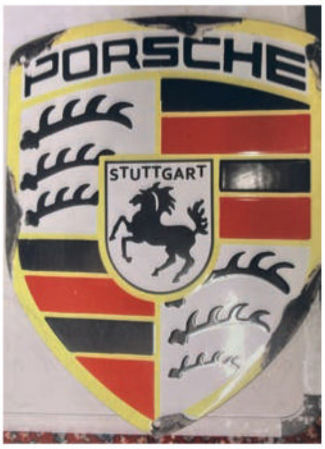

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124747

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10462

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11032

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11079

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11339

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11469

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